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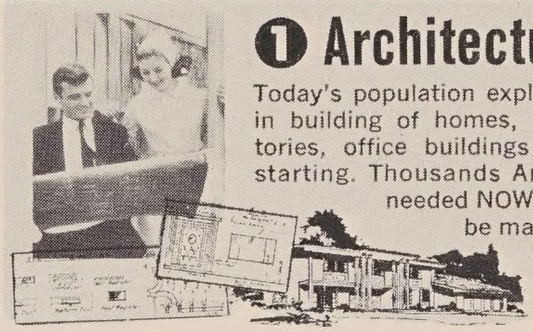

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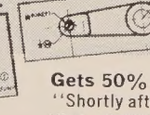
❷ Mechanical Drafting

Skyrocketing U.S. mass production requires millions of drawings & thousands of Mechanical Draftsmen all along the way. Drawings must be made of every PART of every product used in the U.S. (as well as of the machines that make these parts) before production can be started.



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"My first position after completing your course jumped my income from $350 to $820 per month." —G. W., Tenn.

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"I was promoted from the production line ahead of 4 others and got a good pay raise." —W. A., Wisc.

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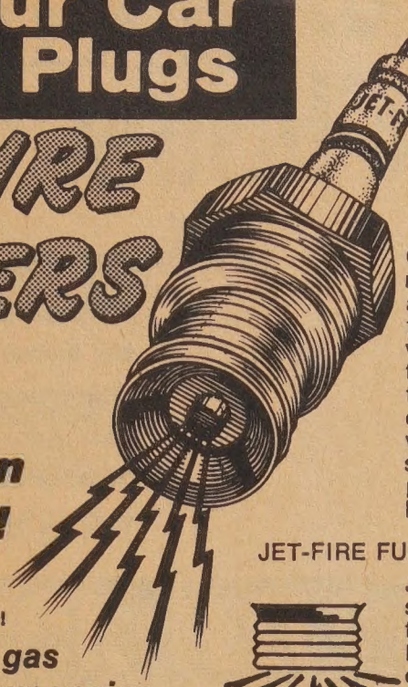

THE IMPORTANT DIFFERENCES BETWEEN ORDINARY SPARK PLUGS AND JET-FIRE FUEL IGNITERS

Your car's power comes from tiny explosions of gasoline vapor and air in your cylinders. The bigger the explosions, the faster you go.

SPARK PLUGS *NARROW SPARK*

CONVENTIONAL PLUGS explode this mixture with a spark jumping across an air gap. The spark is just 35-thousandths of an inch across — not wide enough to explode all the fuel in the cylinder. Unburned gas escapes through your exhaust. In time, the electrodes become eroded and caked with carbon. The gap widens, the spark gets narrower, you lose more power, waste more fuel... and finally have to replace your plugs.

JET-FIRE FUEL IGNITER *WIDE SWATH OF FLAME*

JET-FIRE FUEL IGNITERS use no sparks. Instead a fanning swath of flame walks across a semi-conductor bridge from one electrode to another, exploding far more fuel, getting far more power. There is no gap that can widen, and carbon deposits actually improve performance. They do not have to be adjusted or replaced—*ever!*

Spark plugs are obsolete! Now there's a far better way to run your car.

With conventional spark plugs, only a fraction of the fuel that enters your cylinders is turned into power. The rest escapes through your tailpipe as unburned vapor. That is because their spark is so narrow—only 35-thousandths of an inch wide—that it cannot possibly ignite all the fuel mixture in the cylinder. As plugs get older, their sparks get narrower and less efficient till they have to be replaced.

New Jet-Fire Fuel Igniters do a far better job of turning gasoline into power. Instead of a narrow spark, they send out a wide swath of flame that "walks" across a semi-conductor tip, fanning out in all directions and exploding far more fuel in the cylinder.

Proof That You Get Up To 30 Horsepower More

Jet-Fire Fuel Igniters look like spark plugs merely because they have to be screwed into the spark plug socket. But what they do is far different. Here's how to prove it:

1. **Run your car till it's fully warmed up.**
2. **Stop on a perfectly level stretch of road.**
3. **Put the car in Drive (1st gear with manual transmission), and see how fast the car rolls at idling speed.**
4. **Remove plugs and install Jet-Fire Fuel Igniters (a 10-minute job).**
5. **Now see how fast your car rolls at idling speed. You can expect it to go 4 TO 6 MILES PER HOUR FASTER without touching the gas pedal—dramatic proof that Jet-Fire Fuel Igniters increase engine RPMs by 100 to 150 with no increase in gas consumption. (At high speeds, RPMs increase by 300 to 350.)**

So, first thing, you can reduce the gas flow by adjusting the idling screw, and **start saving money before you've even driven a mile!**

(At the same time, you can make your air-to-gas mixture leaner. Fuel Igniters require only a 15:1 ratio instead of the conventional 9:1. It's a simple adjustment that you or your mechanic can make in one minute. It provides even greater economy.)

Start driving and you'll notice even more improvement—up to 30 more horsepower of acceleration power, climbing power, and passing power. All this while burning less gas!

SWITCH TO REGULAR

The next time your gas gauge gets near the "Empty" mark, tell the attendant to fill it up with REGULAR! Chances are you'll no longer need premium which costs four to eight cents more than regular gas.

And this second saving is only the beginning. Jet-Fire Fuel Igniters provide easier cold-weather starts... and that means less drain on your battery, and no drain on your patience as you try to get started.

NO REPLACING OR ADJUSTING EVER

The more you drive, the better your Fuel Igniters perform. They don't become eroded, wear out or require adjusting. And carbon build-up—the natural enemy of old fashioned plugs—actually makes fuel igniters perform better. Carbon becomes an additional carrier for the igniter's big jet flame.

So there you have a third saving. One set of fuel igniters will last the life of your car!

Invented To Save Air Force Lives— Now They Can Save You Money

Jet-Fire Fuel Igniters were first developed to save airmen's lives. During World War II, there were times when more men were killed by spark plug malfunction than by enemy action. A failure-proof replacement was needed, and Fuel Igniters did the job. Both the Navy and Air Force have approved them for jet engine use.

Now at last they have been modified for automobile use. They won't save your life, but they can save you big money—up to $100 a year with ordinary driving.

Some day, all cars may come equipped with Fuel Igniters like these. But why wait when you can install a set yourself now. Just mail the coupon with the make and model of your car, and we'll rush you a set with full instructions. **Just $12.80 per set of 8 ppd., $9.60 per set of 6 ppd.**

SEND FOR A SET OF JET-FIRE FUEL IGNITERS TODAY!—SATISFACTION GUARANTEED

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- *$40 on your better mileage.*
- *$10 by not replacing plugs.*

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RAILROAD MAGAZINE

Adventurous Railroading and Rail Hobbies—Founded 1906

VOL. 84, No. 4 FEBRUARY, 1969 50 CENTS

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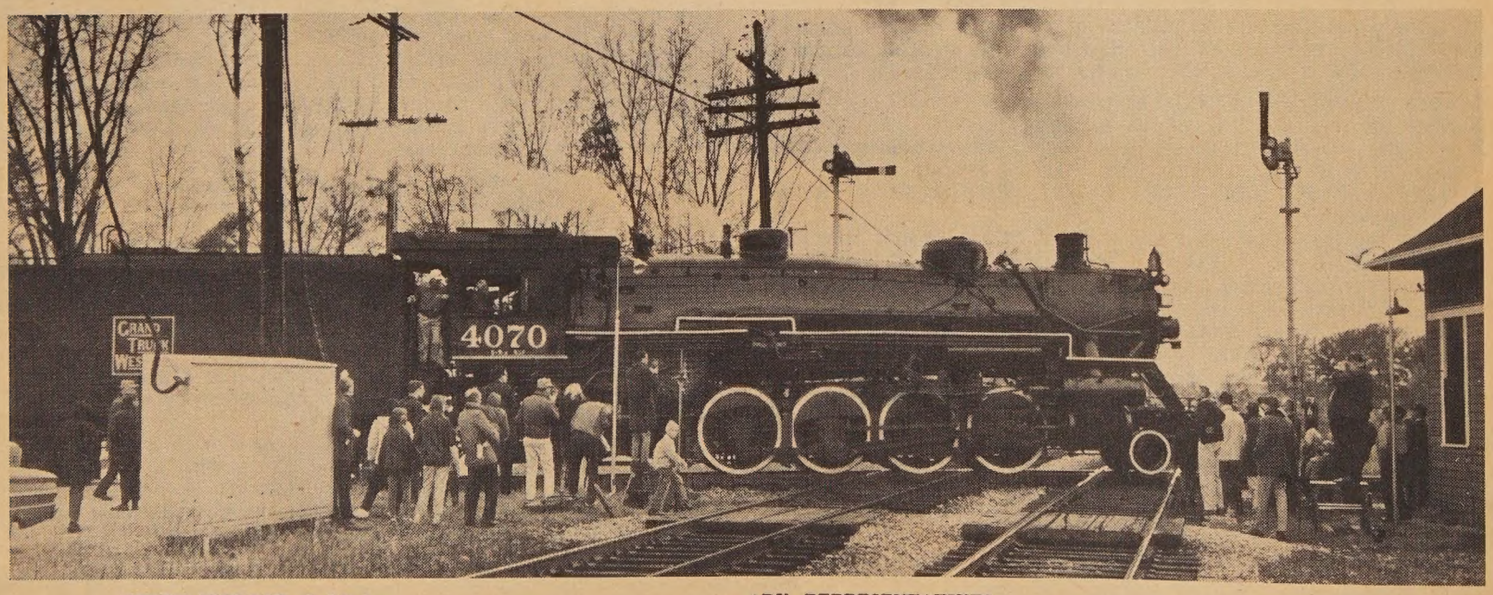
Excursion of Midwest Steam Railfans Assn. celebrates 50th anniversary of former Grand Trunk Western Mike, Alco-built 4070, pictured at Stilwell, Ind., crossing the diamond last November third. N&W track was used in reversing entire train on the wye. Photo from Fred L. Tonne of Keenewaw Central Ry.



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Fact One: Most men don't know it, but Accident Investigation today is part of the *biggest service business in the world.* More than $19 billion was paid out last year to investigate and settle some 22 million accidents.

Insurance and other companies just can't find enough trained investigators to handle this flood of work. The shortage is critical. The need for more and more trained men is urgent! And it gets more critical every day as the accident rate goes up and up.

Fact Two: Now you can become a trained Accident Investigator fast, right in your own home in your spare time. Simply read brief, fascinating lessons-by-mail from famous Universal Schools. No classes to attend. No big investment. No risk. No need to switch jobs until you are ready.

Then, Universal's free, nation-wide placement service goes into action. We give you effective, life-time help in finding the career job you want—right in your own community or anywhere in the country you may want to live.

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This is your short-cut to success. This is the plan that has taken hundreds of men out of the labor force and into professional ranks. **Universal has trained and placed more men in the remarkable Accident Investigation field than any other organization in the country.**

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Make that contact yourself, right now. Send for the free book that tells you exactly how to short-cut your way into the action, the money, the prestige of Accident Investigation.

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101

THE MAIL CAR

where editors and readers meet

OUR front cover this month, for a change, shows diesel locomotives —a misty early morning in the Grand Trunk yards at Detroit, Mich., near Milwaukee Jct., last March second. The picture was made by Gary Daniels, 4402 Bingham, Dearborn, Mich. 48126. ●

MAYBE you don't know it, but recently steel-reinforced rubber pads have been installed at hundreds of railroad grade crossings throughout the United States. This rubberizing is credited with lowering railroad crossing maintenance costs and pleasing motorists whose vehicles would otherwise bump and thump over non-resilient crossings. One such installation replaced a blacktop deck in Markie, Ind., at the point where Rte. 3 bisects the Erie Lackawanna double tracks. Besides freight, passenger trains roar over that crossing at 70 miles per hour; but the rubber crossing has held up, not requiring any maintenance service. Before, with the blacktop, the crossing had to be filled in regularly for frost heaves.

At Ohio City, Ohio, a rubber track crossing was taken apart so that a welded rail 1,454 feet long could be installed. Afterward, it was put back with no trouble. Had it been a conventional crossing, it would have had to be dug up and replaced. In frigid weather, the flexible packs, installed by Goodyear, help to break up ice formations, thus saving the cost of ice removal. ●

PERSONALITIES. Byron Foulger, former secretary to a Union Pacific division superintendent, is playing the role of engineer of the *Hooterville Cannonball* on the TV show *Petticoat Junction.*

"One winter night in 1914 when I was firing an Erie Railroad extra, 28 cars of coal, in zero weather," recalls John Lent, 227 North Ave., West Seneca, N.Y., "coming downhill near Dayton, N.Y., we attained 60 miles per hour. That hill today is limited to 10."

Jeanette Rogers, teen-age granddaughter of the late Joseph F. Harris, member of the Brotherhood of Railroad Trainmen, recently gave her high school classmates in Mobile, Ala., a short course in BRT history, a theme for which she received an "A." This would have delighted her grandfather. In her research, Jeanette had help from R. D. Calder, publicity chairman of BRT lodge 437 at Mobile.

Illinois Central has set up three scholarships at the University of Illinois in memory of its late president, Wayne A. Johnston, a great railroad man.

While a Burlington Route caboose donated to the town of Lovell, Wyo., was waiting to be placed on permanent display in a city park, it caught the eye of Miss Georgie Leighton, whose hobby is cycling through the West and seeking unusual places to sleep enroute, and she spent a night in it. "During my travels," she says, "I've slept in lighthouses, fire towers and barns, and now in a caboose."

A retired engineer with more than 50 years' service on the Milwaukee Road, Roy Kelley, Rte. 3, Box 104, Burlington, Wis., wrote the following poem entitled "On the Railroad to Heaven," back in the days when signal indications were different from those of today:

Red lights are for danger,
Green lights are for caution,
White lights for clear road ahead.
For those who travel this Heaven-bound train
There need be no fear,
With God as our conductor
And Christ as engineer;
The white light will always be shining
And the track always, always clear.
God is standing at the gate
To announce a train each day,
So do not disregard His call
And go the wayward way.

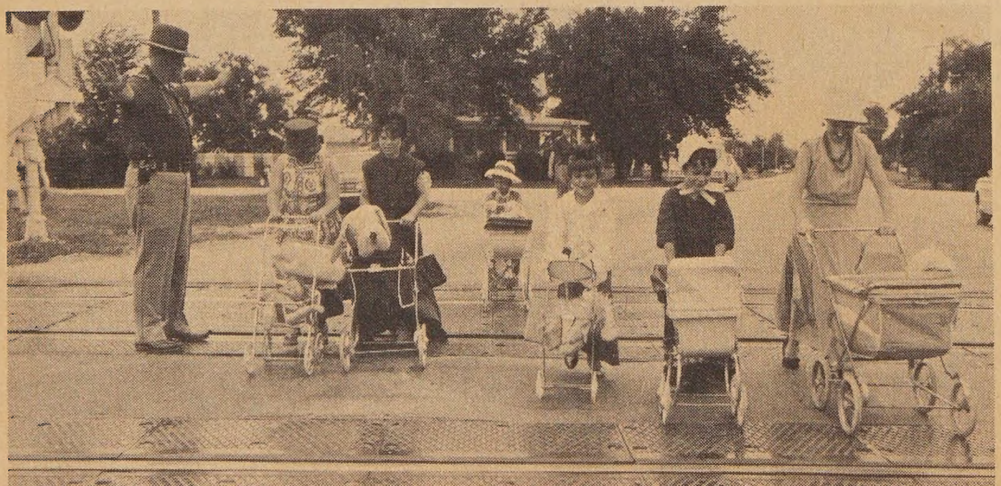
During World War I, two sisters, Christabel and Maud Troxel, hired out to the Union Pacific as steno-clerks in Los Angeles. Now, after a total of 103 years' service, they have just retired.

Our item about a Negro engineer currently serving on the Rockton & Rion (Dec. '66 issue) drew this comment from Avery F. von Blon, Jr., 1208 Locust St., Muskogee, Ala. 74401: "The Pittsburgh, Cincinnati & St. Louis (now part of Penn Central) once had a black engineer in freight service. Said the Denison (Tex.) *Daily News* of July 11, 1879: 'He was promoted from brakeman to fireman and from fireman to engineer and is said to be one of the road's most competent engineers.' Name unknown."

The Burlington's only woman city passenger agent, Mary Anita Roche, retired the other day from the Kansas City post she had held since 1939.

New York Central hired Irene M. Ingison and Leola P. Gardner of Syracuse, N.Y., as switch-tenders during the manpower shortage of World War II, and fired them in September, 1967, on the ground that their seniority rights had not been established. The two women then appealed to the State Commission on Human Rights, which ruled that they must be permitted to return to their old jobs without discrimination due to sex. ●

Rubberized grade crossing over Erie Lackawanna double tracks at Markie, Ind.; when word got around, baby-coach pushers converged on the scene to try it out.



A PHASE of rail lore that interests retired engineman Steve Cook, 824 Berry St., Toledo, Ohio 43605, is the oldtime *drummer,* or traveling salesman. Steve reminds us that long ago the *drummer* was a familiar sight on passenger trains and around depots, especially in small towns.

"He always seemed to be a close friend to train crews and station agents," Steve writes, "and the draymen who often met the trains to deliver express packages arriving for merchants and to be present should any of the *drummers* have heavy sample cases they wanted taken to a hotel or store.

How to Speak and Write Like a College Graduate

"It's easy," says Don Bolander...

"and you don't have to go back to school!"

"Do you avoid the use of certain words even though you know perfectly well what they mean? Have you ever been embarrassed in front of friends or the people you work with, because you pronounced a word incorrectly? Are you sometimes unsure of yourself in a conversation with new acquaintances? Do you have difficulty writing a good letter or putting your true thoughts down on paper?

"If so, then you're a victim of *crippled English,*" says Don Bolander, Director of Career Institute. "Crippled English is a handicap suffered by countless numbers of intelligent, adult men and women. Quite often they are held back in their jobs and their social lives because of their English. And yet, for one reason or another, it is impossible for these people to go back to school."

Is there any way, without going back to school, to overcome this handicap? Don Bolander says, "Yes!" With degrees from the University of Chicago and Northwestern University, Bolander is an authority on adult education. For almost twenty years he has helped thousands of men and women stop making mistakes in English, increase their vocabularies, improve their writing, and become interesting conversationalists *right in their own homes.*

BOLANDER TELLS HOW IT CAN BE DONE

During a recent interview, Bolander said, "You don't have to go back to school in order to speak and write like a college graduate. You can gain the ability quickly and easily in the privacy of your own home through the Career Institute Method." In his answers to the following questions, Bolander tells how it can be done.

Question *What is so important about my ability to speak and write?*

Answer People judge you by the way you speak and write. Poor English weakens your self-confidence – handicaps you in your dealings with other people. Good English is absolutely necessary for getting ahead in business and social life. You can't express your ideas fully or reveal your true personality without a sure command of good English.

Question *What does a "command of good English" mean?*

Answer A command of good English means you can express yourself clearly and easily without fear of embarrassment or making mistakes. It means you can write well, carry on a good conversation–also read rapidly and remember what you read. Good English can help you throw off self-doubts that may be holding you back.

Question *But wouldn't I have to go back to school to gain a command of good English?*

Answer No, not any more. You can gain the ability to speak and write like a college graduate right in your own home – in only a few minutes each day.

Question *Is this something new?*

Answer Career Institute of Chicago has been helping people for many years. The Career Institute Method quickly shows you how to stop making embarrassing mistakes, enlarge your vocabulary, develop your writing ability, discover the "secrets" of interesting conversation.

Question *Does it really work?*

Answer Yes, beyond question. In my files there are thousands of letters, case histories and testimonials from people who have used the Career Institute Method to achieve amazing success in their business and personal lives.

Question *Who are some of these people?*

Answer Almost anyone you can think of. The Career Institute Method is used by men and women of all ages. Some have attended college, others high school, and others only grade school. The method is used by business men and women, typists and secretaries, teachers, industrial workers, clerks, ministers and public speakers, housewives, sales people, accountants, foremen, writers, foreign-born citizens, government and military personnel, retired people, and many others.

Question *How long will it take me to gain the ability to speak and write like a college graduate, using the Career Institute Method?*

Answer In some cases people take only a few weeks to gain a command of good English. Others take longer. It is up to you to set your own pace. In as little time as 15 minutes a day, you will see quick results.

Question *How can I find out more about the Career Institute Method?*

Answer I will gladly mail you a free 32-page booklet.

MAIL COUPON FOR FREE BOOKLET

To receive a free copy of the 32-page booklet, How to Gain a Command of Good English, *just mail the coupon below. The booklet explains how the Career Institute Method works and how you can gain the ability to speak and write like a college graduate quickly and enjoyably at home. Send coupon, card, or letter today to Career Institute, Dept. 426, , 555 E. Lange St., Mundelein, Illinois 60060.*

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Old caboose in conductor Clarence C. Staley's back yard. (See item below.)

Those fellows knew many local citizens by their first names. Nearly all of them were neatly dressed."

Readers having access to our Dec. '34 issue can find in it a 16,000-word novelette by Charles W. Tyler entitled "Railroad Drummer." ●

CABOOSE 19480, pictured in New York Central night service on page 99 of Bill Knapke's book, *The Railroad Caboose,* has been sold to a Penn Central yard conductor, Clarence C. Staley, and is now attracting much attention in the back yard of his home at 2702 Morton St., Anderson, Ind.

"Built in 1921 at Oswego, N.Y., at a cost of $2750," Clarence tells us, "she weighed 40,200 pounds when new. In 1965 the Central's Beech Grove shops reconditioned her. Next year she survived a fire which totally destroyed another NYC caboose. Finally I bought the old crummy for $100 and had her trucked to my home. After spending about 300 hours scrubbing and repainting her and adding some modern conveniences such as air-conditioning, I began displaying my collection of trainmen's lanterns and switch lights in her. Eventually the 19480 will be a lakeside cabin." ●

NEWS ITEMS. After being headquartered in the Transportation Bldg., Washington, D.C., since it was organized 34 years ago, the Association of American Railroads has moved to the American Railroads Bldg., 1920 L Street, N.W., Washington 20036.

Penn Central has ordered 130 high-speed, heavy-duty freight diesels, to cost over $31 million, its second major motive-power addition in recent months. GM's Electro Motive Div. is building 90 units of 3,000 hp., and General Electric 40 units of 3,300 hp. PC also has ordered 743 new multi-level racks, to cost over $5,150,000, for transporting new automobiles from assembly plants to distribution centers. This equipment will strengthen its position as the world's largest carrier of new autos by rail.

Louisville & Nashville, basically a southern system, is pushing more deeply into the Midwest, the ICC having authorized it to acquire the Evansville-Chicago line of the Chicago & Eastern Illinois, a freight and passenger road.

Replacing the Reading's antiquated freight handling facilities at Cumberland and Richmond Streets, Philadelphia, is a new delivery yard easily accessible to the industrialized areas.

With ICC approval, Union Pacific has just bought the 21-mile Mount Hood Ry. in Oregon, a single-track hauler of apples and forest products.

Pacific Fruit Express is acquiring 1,200 new multi-purpose, mechanical refrigerator cars, which, along with 6,000 others bought over the past six years, will increase PFE's total mechanical refrigerator fleet to almost 10,700 cars.

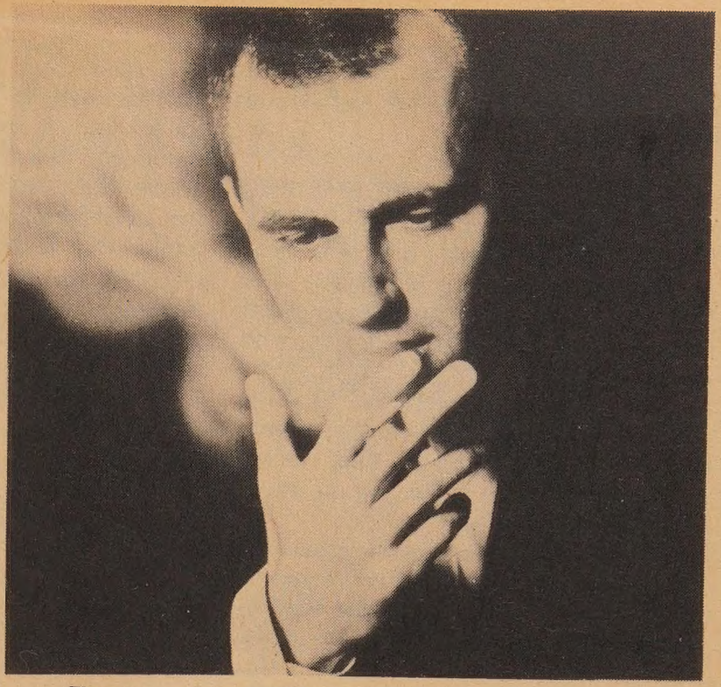
A private Pullman car that once carried former President Harry S. Truman was sold recently for $63,000 to Ray Kroc, Beverly Hills, Calif., owner of a nation-wide restaurant chain.

Illinois Central made history the other day by moving the world's first 'Rent-a-Train," hauling 115 cars of Cargill, Inc., corn from Gibson City, Illinois, to Baton Rouge, Louisiana.

A mobile training system that will simulate actual locomotive and train operations has been ordered by the Santa Fe from the Link Group of Singer-General Precision, Inc. Designed for training prospective locomotive engine-

STOP SMOKING FOREVER

Over and over again we hear that tobacco is the cause of 98% of all lung cancer cases. Recent studies show that one out of every four smokers is a potential victim of this dread disease. Yes, tobacco is the most deadly poison developed by our civilization. Aside from lung cancer, cigarettes are the cause of other extremely serious diseases.



There is one chance in 4 that a heavy smoker may be stricken one day by lung cancer.

Tobacco smoke is composed of 84 substances, 5 of which are carcinogenic (cancer causing) and 30 are toxic (poisonous). Every time you draw on a cigarette, cigar or pipe, you are exposed to at least 44 different chemicals and poisons, 23 among the most deadly are: lutidin, rubidin, carbolic acid, formaldehyde, methalymine, acreilin, collidine, viridin, arsenic, formic acid, nicotine, hydrogene, sulphide, pyrrol, furfuroi, benzpyrene, methyl alcohol, prussic acid, corodin, ammonia, methane, carbon monoxide, pyridin. Quite a lungful of deadly poison for just one puff of smoke!

In a recent survey conducted by a leading American Doctor the incidence of coronary diseases (infarction, angina pectorus, etc.) has been found to be 68% higher in smokers than in non-smokers.

So, if you want to stay healthy, you've got to stop smoking. But, be careful! Don't stop smoking all at once. That could be dangerous.

Now, where's this advice coming from? Some cigarette or pipe tobacco advertiser trying to make the best of a bad situation? Of course not!

This is the advice of the Anti-Tobacco Center of America, an organization designed especially to help you rid yourself of your addiction to tobacco.

OBESITY LURKS JUST AROUND THE CORNER

Well, our experience has shown that a "confirmed" or "heavy" smoker should not stop smoking all at once, as this will seriously endanger his health and well being.

For years your body has been accustomed to its regular daily intake of toxic substances such as nicotine, tars, etc., and by now it is adjusted to that situation. Cutting tobacco out overnight will result in a shock to your physiological system accompanied nearly always by psychic disturbances. Which results in an imbalance of the sympatheic nervous system.

The digestive system becomes disturbed; the central nervous system becomes up-set; you become "bad-tempered", you can't be bothered by friends, spouse, children, etc., as the least little irritation will make you fly off the handle.

Life becomes hell for you and everybody around you.

But, that's not all; it has been effectively proven that anyone who attempts to stop smoking by sheer will power alone, will suffer terrible feelings of frustration.

A VICE THAT CAN KILL

In order to compensate, he begins to eat and eat and eat. This is why so many former smokers put on excess weight and become fat. Stopping smoking all at once has been the cause of many severe cases of obesity.

So, giving up smoking, by yourself, is not the real solution, as it might endanger your health.

Then, how should you stop smoking?

Well, this is what the Anti-Tobacco Center of America is going to teach you.

Just clip and mail the coupon below to receive full information on a program which will help to rid you of your need to smoke. You'll be amazed to learn that you can stop smoking without any danger and without straining your will power; after only a few days the desire to smoke will vanish.

Just think how much happier you will be!

This is the experience of an ex-smoker we all know: MAURICE CHEVALIER "I was sunk in a vice which had left life no meaning at all. I was chronically dominated by a mountain of cigarettes, which like a growing invasion of grasshoppers succeeded in ruining my nerves. I stopped smoking twelve years ago. (Chevalier wrote this in 1950) And it is since this fortunate decision that my mental activities, my intelligence, my memory developed so much, that I — who had lost all interest in life — could escape that growing scepticism and rediscover interest in what happened around me. *I was able again to read and . . . to remember what I had read!"*

Among the 28,683 former smokers helped by the Anti-Tobacco Center, we give you the testimony of some doctors. We have chosen this profession intentionally, because doctors know the harm that tobacco causes. They are able to appreciate the results of our program.

IF YOU STOP SMOKING YOU WILL:

- Digest your food better
- Sleep better
- Combat fatigue
- Diminish the chance of cancer
- Be in good humor
- Keep your good eyesight
- Remain calm
- Have a good memory
- Get back your muscle tone
- Drink less alcohol
- Have clean breath
- Grow old less quickly
- Find a revival of your virility
- Save money

WHAT DOCTORS SAY!

Dr. A. C. "The efficacy of your product surprised everybody. I stopped smoking in ten days exactly. Thank you sincerely."

Dr. J. T. "I have used a supply of your product . . . I was informed of its composition by a friend, Dr. C., who was, truthfully speaking, rather sceptical. But after having used it, I do not smoke any longer and have no desire whatsoever to start again. The result is absolutely clear, without a shadow of a doubt, and I feel it my duty to tell you so."

Dr. E. C. "Since January 23, 1962, I no longer smoke. I have already given the "tip" to several of my friends and patients."

Dr. P. G. "I am happy that I do not smoke any more, this of course being due to the use of your product. All my thanks."

Dr. L. D. "The result was rapid. I think that anybody who wishes to stop smoking can do so."

(Since European law forbids all publicity for doctors, we can only publish their initials.)

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PORTUGAL, Oporto—44 rua da Fabrica • **FINLAND**, Helsinki—152 Hameentie
SOUTH AMERICA, Bogota—Apartado Nacional 1407

For the free booklet on how to stop smoking forever without risk and without straining your will power, just mail the coupon below to:

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men and upgrading the skills of existing enginemen, the simulator will cost about $750,000, including installation in a railroad car. ●

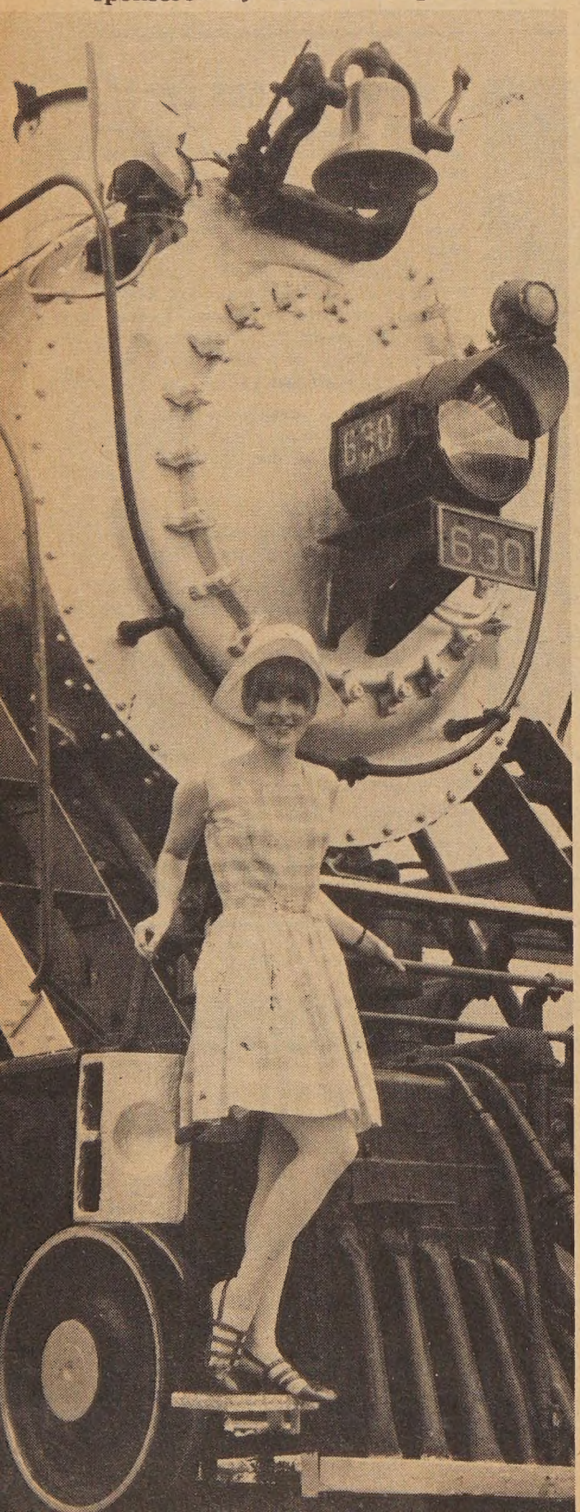
AFTER buying a ticket from St. Paul to Seattle via the Soo Line and the Canadian Pacific, back in 1915, Dexter S. Bartlett found to his dismay that he had only one dollar left for food during the three-day trip. Dexter, who is now living at 7405 N. Wall Ave., Portland, Ore. 97203, tells us:

"I spent all my money on the cheapest nourishment I could find, nickel candy bars, which were big in those days. As our train neared Banff, B.C., it headed over the mountains (the 5-mile Connaught Tunnel was then being built) and I saw that in the bright moonlight the famous scenery thereabouts was even more gorgeous than the advertisements claimed. But hunger pangs were bothering me.

"Next morning, going downgrade in Kicking Horse Canyon, we came to a gigantic slide, luckily on a straight stretch. If our engineer hadn't stopped in time we'd have plunged down the canyon. Backing up toward Revelstoke, we were halted and marooned by a fresh slide. This was a good break for me, for the CPR had to provide free diner service, thus ending my hunger pains. By sunlight we watched occasional bears in the wilds and at nights we had songfests, with one of our brakemen playing a mandolin. Two days later my wonderful free vacation ended with the railway backing up a special train to us all the way from Vancouver." ●

Photo by James G. Bogle, Atlanta, Ga.

Beauty on a fantrip: Mrs. John T. Bland poses with Southern Railway engine 630, which pulled excursion train, Atlanta to Fort Valley, Ga., sponsored by Atlanta Chapter, NRHS.



RECOLLECTIONS of a Pennsy freight pile-up 59 years ago come from Harry C. Ridgway, Main St., Hydetown, Pa. 1638. Harry was the nephew of a Pennsy train dispatcher and at that time he was 11 years old and in the sixth grade of the Hydetown public school. He recalls that on Jan. 20, 1910, about 2 p.m., his teacher, a girl, answered a rap on the schoolhouse door, talked briefly but excitedly with a visitor, and then announced to the class: "There's been a bad railroad wreck about a mile below town. The president of the school board has told me to close school for the rest of the day so that you boys can go down there and see if you can help."

Harry writes: "We looked at each other bug-eyed. Let school out to visit a train wreck! There were no dissenters. Despite the fairly deep snow on the ground, ten of us boys were at the scene within 15 minutes. The wreckage consisted of three short trains coupled together, about 40 cars in all. A defective pilot had ditched the head locomotive, No. 3105, and the other two engines and the cars quickly piled up.

"It was a heartrending sight: three engines partly buried in the snow, boxcars chewed up and splintered, hoppers and gons twisted into grotesque shapes. Hundreds of curiosity seekers were arriving. I saw the bodies of two men being carried away from one of the engines. Their faces were coal-black. Later I learned that they had been scalded to death by escaping steam. Then two more dead crewmen were removed from the wreckage.

"Ed Watterson, a ham operator at the Hydetown depot, one of the first men to reach the scene, saw that all the wires and several poles had been torn down and he acted promptly to get No. 21, the dispatcher's wire, back into service. (In those days, the Buffalo-to-Oil City division had no telephones.) Ed knew which wire on the pole was No. 21. After splicing the two broken ends of half-rusted wire, he nailed a splintered board to the highest point on a 45-degree angle, attached the wire to it, and thus put the dispatcher's wire back into business." ●

A NEW $1 pocketbook, *Aerobics*, by Drs. Kenneth H. Cooper and Kevin Brown of the U.S. Air Force Medical Corps, is recommended by Ralph A. Marson, Centerline, Mich., member of the NRHS, ERA, CERA, and Michigan Railroad Club, in commenting on our editorial, "A Preventable Disease" (Nov. '68). Ralph expresses the belief, in which we concur, that following the principles of physical activity laid down in *Aerobics* would go a long way toward safeguarding our readers from heart disease. To which we add the diet and vitamin suggestions mentioned in our editorial. ●

ANDREW GOTTO, retired from the Tennessee Central and now chief engineer of Div. 514, Brotherhood of Locomotive Engineers, is one of the very few hoggers in North America with 65 years of engine service to his credit. Born Sept. 3, 1886, Andy went firing in 1903, was promoted in 1907.

"In my early days of railroading," he recalls, "I was paid only $1.75 a hundred miles. We had to wipe off the jacket and fill the rod cups and headlights with oil. With those headlights, we couldn't see rocks or trees on a track 20 feet in front of the engine, much less a safe distance on a trestle. Back in those days, too, we were not given drinking-water containers but had to drink out of the tank, the water for which was pumped from ponds and creeks. Since there was no top on the tank, the presence of drowned birds, frogs, and fish in the drinking water caused many upset stomachs. I finally bought a gallon jug, filled it from a spring, and kept it in the engine for drinking purposes.

"I remember one night when I was working on the fireman's side and had been on duty 27 hours, and I dropped off to sleep. I put a car off the end of a four-car spur. The trainmaster was along, and did I get cursed! I told him where to go, picked up my grip, and got off the train. It was 2:30 a.m. He told me to get back on the engine; and when I didn't, he asked me how I would return to Nashville, since I had no money. I told him I would walk (about 80 miles). He apologized and I went on to the terminal." ●

THIS CAN BE YOUR "BIG BREAK"

if you're a man who doesn't want to be...

"Ashamed to go to his class reunion!"
REMEMBER, DEAR, OUR HIGH SCHOOL REUNION IS THIS WEEKEND.
DO WE HAVE TO GO, HONEY? SUPPOSE SOMEONE ASKS ME ABOUT THAT CRUMMY JOB OF MINE...?
PLEASE, HARRY, I'M DYING TO SEE OUR OLD GANG AGAIN.
OH, I GUESS SO — O.K.
LATER
HARRY! WHERE HAVE YOU BEEN KEEPING YOURSELF?
OH, YOU KNOW— AROUND. LOOKS LIKE YOU'VE DONE ALL RIGHT, THOUGH.
ONLY SINCE I GOT SMART AND GOT INTO ELECTRONICS! IT'S TODAY'S BIG "GROWTH" FIELD!
SOUNDS GREAT. BUT HOW'D YOU BREAK IN?
EASIER THAN YOU MIGHT THINK. I LEARNED EVERYTHING I NEEDED TO KNOW IN MY SPARE TIME, AT HOME... WITH CIE! THEY EVEN HELPED ME GET MY JOB TOO!
HOW ABOUT YOU? WANT A GREAT JOB IN ELECTRONICS? GET FULL FACTS IN CIE'S 2 FREE SUCCESS BOOKS! SEND COUPON NOW!

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AM-8

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2 • **ALL DETERGERS** are reasonably priced. Many VON SCHRADER Associates make more than the price they paid in the first month and from the original supplies that come with the Deterger.

3 • **SOME VON SCHRADER** Associates start spare-time . . . and later on change to full time.

4 • **NO SHOP** is needed . . . all work is done in customers' homes or on their premises.

5 • **NO COSTLY OVERHEAD** . . . you work from your own home and hire helpers only when your business justifies.

6 • **YOU ALWAYS OWN** your Detergers . . . no one can ever take them from you.

7 • **ALL THE MONEY** you take in is yours alone . . . you never pay any fees, or dues, or royalties to anyone; you are truly YOUR OWN boss in YOUR OWN business.

8 • **YOU WORK WHEN** and where you care to . . . you have no quotas to meet, no extensive forms to keep, no reports to make.

9 • **FULL OPERATING INSTRUCTIONS** come with the detergers. They are easy to read and to follow; anyone can operate; you need no special skill or training.

10 • **VON SCHRADER BUSINESS MANUAL** is complete; it tells everything you need know to make a success out of your venture, including how to go about getting business, suggested sales letters, who to call on, tips on keeping your books and tax records, suggested telephone book and newspaper advertisements, radio announcements, etc. Handout literature is also included.

11 • **VON SCHRADER** cooperation and assistance is always at your service. We continue to help you solve unusual problems regardless of nature. Training and consulting with experts is also available at no extra cost.

12 • **VON SCHRADER** perfected the first RUG DETERGER and we are by far the oldest and largest company manufacturing machines of this type.

VON SCHRADER MFG. CO.

• Read below what a few of our many Associates have to say about the success of VON SCHRADER'S FREE ENTERPRISE PLAN. Then return the coupon or write **TODAY.** It costs nothing to get the details.

HOMER KENDALL, Indiana • "Your business helps and training are really wonderful. How could anyone fail?"

LESTER VERNON, Wisconsin • "Have had my Rug Deterger almost two weeks, have earned 2/3 its cost already."

J. M. ROGERS, Pennsylvania • "Worked 7 hours yesterday, earned $85.56. Part-time last week netted $103.70."

ROY NELSON, No. Carolina • "I am doing real well with the Upholstery Deterger. I grossed $204 in four days last week and have plenty more work. Everyone is very well satisfied."

BOB GREENBERG, California • "First month I made over $800; now 80% to 90% are old customers."

EMMET FREMONT, Colorado • "It's amazing what the Wall Deterger will do. I'm more than satisfied."

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Please rush information about your

_____ DETERGER(S)
(Write in name of deterger(s)
and how I can start my own profitable business.

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Address _____

City _____ State _____ Zip _____

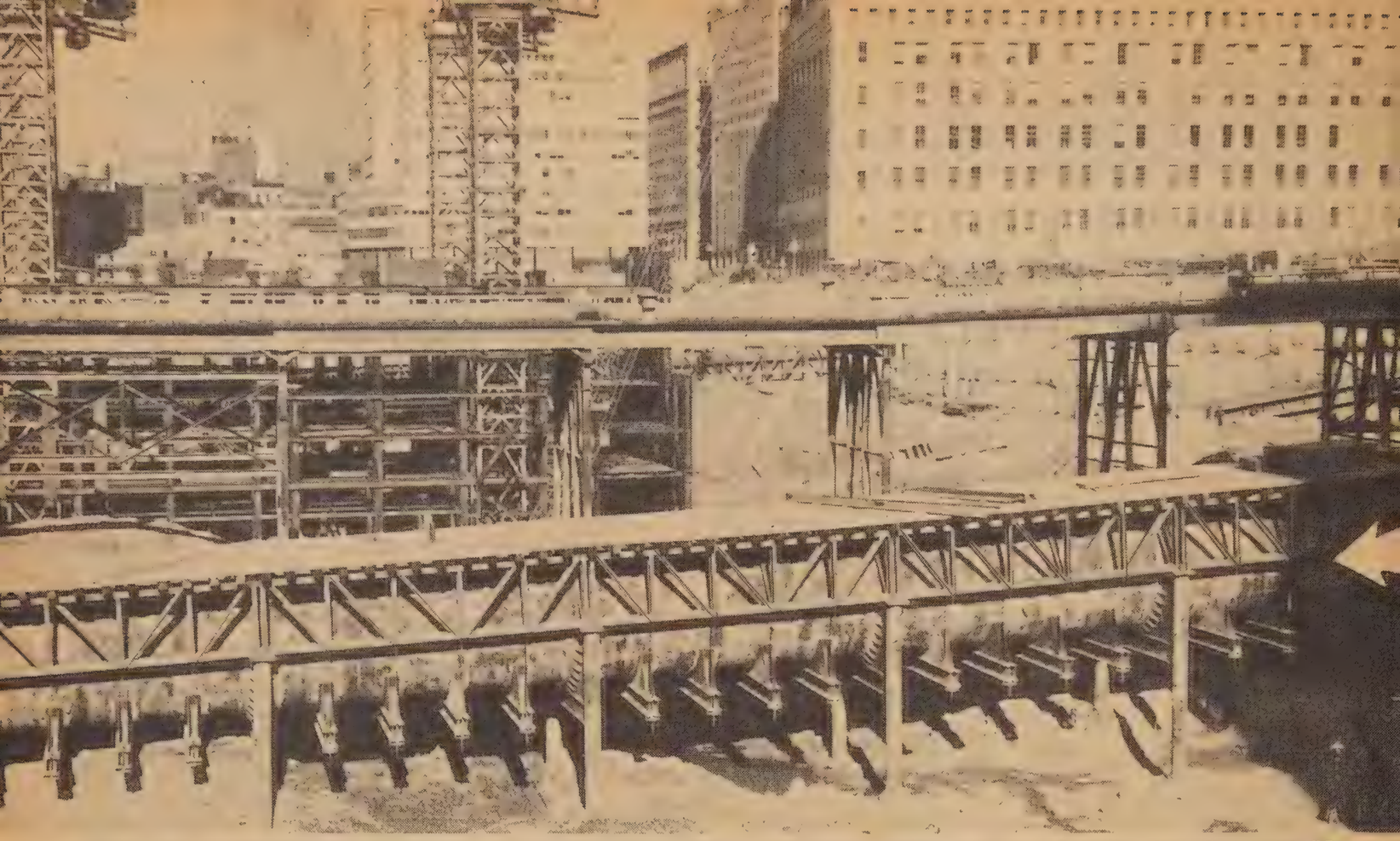
Photographs of the Month

Former Nickel Plate Road 2-8-4 No. 759 leads a fantrip along the Norfolk & Western at Goodview, Va. (ex-Virginian Ry. trackage).

H. Reid, Box 5444, Parkview Station, Newport News, Va. 23605

Collection of Jim DeNardo, 3601 W. 58th St. Chicago, Illinois 60629

A hotbox which burned off a journal on an eastbound freight running at high speed on the Grand Trunk Western one winter day in 1949 derailed a carload of sand at Battle Creek, Mich., under U.S. highway bridge. A westbound train, also on fast time, plowed into the stalled train, setting it afire and reportedly killing the westbound engineer, fireman, and head brakeman.



How many readers have ever seen the *outside* of a tunnel? When the Hudson Tubes, connecting Jersey City, N.J., with Manhattan Island were built 60 years ago, they were bored through rock and clay. Now the two downtown tubes have been exposed to daylight for the first time as excavation for a new World Trade Center progresses deeper than the level of the tunnels. Photo shows the southern tunnel (arrow) surrounded by a steel trestle with slings suspending the cast-iron tube. Rapid-transit trains continue to operate through it into Hudson Terminal. Roger Arcara, 2421 Webb Ave., Bronx, N.Y. 10468

Siemens Aktiengesellschaft, Technischer Pressedienst, 8000 Munchen 1, Postfach, Germany

First section of world's 35th municipal subway network went into service last October 4th in Frankfurt, Germany, between the stations of Hauptwache and Nordweststadt. It is the only subterranean mass transport medium equipped by Siemens with a new, central-controlled traffic system that does not need supervisory or operating personnel at the underground stations. All control and supervision of the system are handled from a central point (shown here), which is located beneath Hauptwache.

(Fernando Fiorini, Via Vigevano 11, Roma 00161, Italy)

The Tartaruga (Tortoise), the Italian Railways' most modern electric locomotive, pulls fast passenger trains between Rome and Naples. About half of the system's 10,328 miles is electrified, but more will be. Fototect Centrale Ferrovie dello Stato, Roma

U.S. Dept. of the Interior, Indian Arts and Crafts Board

Rocky Mountain goat, modeled like Great Northern emblem, is featured in Museum of the Plains Indian and Craft Center at the junction of highways 89 and 2 in Browning, Montana, sponsored by U.S. Department of Interior. (Such a beast probably was not familiar to most natives of plains.) We see Miss Myrna Night Shoots of Blackfeet tribe, a Montana State University freshman who studied at the museum. Emblem reputedly was originated by the late Wm. P. Kenney, GN vice president, with fond memory of a pet goat that, hitched to cart, helped him to sell newspapers as a boy in Minneapolis streets after school hours.

Barclay G. McKeough, 2 Abington Ave., Ardsley, N.Y. 10502

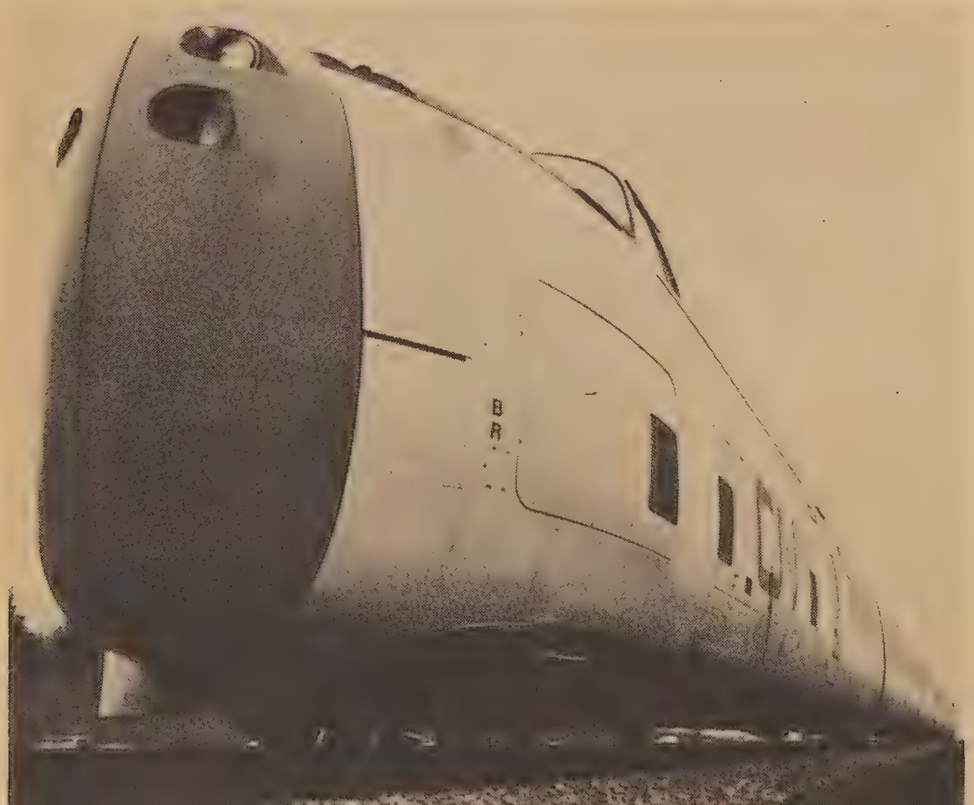
High Iron Co. steam trip via former New York Central main line to Niagara Falls last October 12th passes Croton m.-u. car yards, north of Harmon, on first leg of journey with former Nickel Plate 759 as railfans busily click their shutters.

Cleveland Union Terminal and its famous Tower stand out sharply in the background as a two-car train of new Cleveland Transit System cars speeds along one of the approaches. Built by Pullman-Standard, these cars were bought for the new rapid-transit extension, opened November 15th, to Hopkins Airport, 11 miles from the terminal.

Republic Steel Corp. photograph

Canadian National Railways

Canadian National Railways



Canadian National's seven-car TurboTrains, built by United Aircraft and powered by gas-turbine engines, have been undergoing rigorous testing and may soon be in service. Similar to the TurboTrains tested on New Haven and former Pennsy mainlines, but longer (see view above), they incorporate an automatic banking feature into their suspension systems, for high-speed rounding of curves. Clamshell doors at both ends of each train permit joining of trains for m.-u. operation.

Former New Orleans trolley, now in Dallas, Texas, is lifted onto truck and moved to new location. (Details on page 40).

Photos by Steele Graver, 13658 Peyton Drive, Dallas, Texas 75240

Southern Pacific is installing TOPS, world's largest railroad computer system, to keep tabs on 93,000 freight cars, 2,300 locos, and 14,000 miles of SP lines. (Above) Sharon Shores gets and reports car data. (Below) Pat Huff operates illuminated map of SP points monitored by new computer. TOPS is expected to cover SP and subsidiaries, from Portland, Ore., to New Orleans, Memphis, and East St. Louis, Illinois.

Heart of new $22 million TOPS information system is this IBM computer in San Francisco, monitored by Carol Rilovich. Within seconds, the machine will respond to operation queries from as many as 450 reporting points.

Photographs by Southern Pacific Lines

BIG STEAM
in the Poconos

Text and Photographs by
BERT PENNYPACKER

ONE thing that never changes on this line is the lack of level trackage, a Delaware & Hudson engineer told your author regarding the 72 route-miles of mountain country between Wilkes-Barre and Lanesboro in northeastern Pennsylvania that the D&H used to share with the Erie. The hogger recalls many years of experience with steam power over that route.

"We'd be working the guts out of our hogs while climbing the hills," he said, "or else jockeying the airbrake valve to keep 'em from getting away on the downgrade."

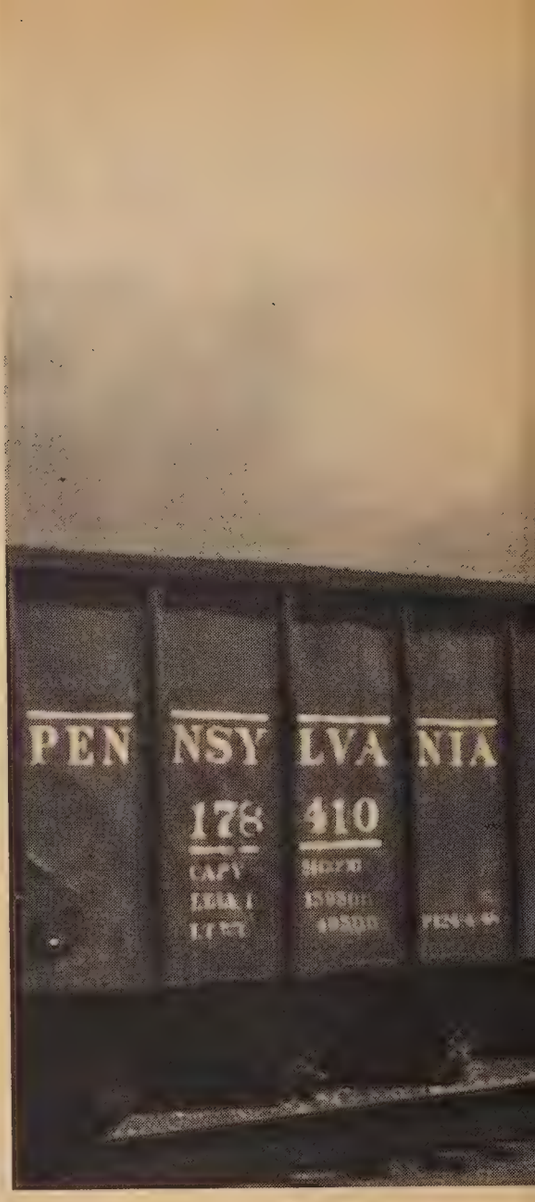
How right he was! Two decades ago, that rough-going operation provided excitement, dramatic contrasts of motive power, and rugged scenery, in its leapfrog jumps over the Pocono Mountains to reach the pleasant Pennsylvania valleys of Wyoming, Lackawanna, and Starrucca. Locomotive usage south of Carbondale headlined the monster E6a Consolidations for tonnage jobs, while a mini-type commuter service employed Ten-wheelers on the 16-mile run to Scranton. North of the Carbondale dividing line, the iron was ruled by handsome class J Challengers that blasted over Ararat Mountain, often with two or three pushers per train. The Erie Railroad consists from Avoca yards rated the famed Berkshires and Santa Fe types of the United States Railroad Administration design.

Alco built America's first super-powered 2-8-0's, the Delaware & Hudson's E6a class of 1916-'18. Some years ago, a *Railroad Magazine* roster credited them with 27x32-inch cylinders and 67,150 pounds of tractive effort—just what L. F. Loree, dynamic president of the D&H for 31 years, needed to haul the money-making coal drags. One day in the Steam Age, camera in hand, your author visited the Carbondale roundhouse and chatted with the amiable roundhouse foreman there. He, too, was a camera fan and he had much to say about the whopping big power of the 1200 series.

"Would you believe that these hogs were hand-fired for more than twenty years?" he asked, jerking a dirty thumb at one that stood panting on a nearby track. "When the Old Man (meaning Mr. Loree) was bossing this road he made the firemen earn their pay for a day's hard work with Red Edge shovels, but he had to use two coal-heavers in each cab to get freight over the road. The old penny-pincher disliked mechanical stokers, mainly because our engines burned pure anthracite, which we got for practically nothing from the

Erie operator at YD tower, Ararat, Pa., hands up orders to southbound Delaware & Hudson 4-6-6-4. Semaphores are set for trains of both directions to pick up orders.
Bert Pennypacker, 4307 Palmetto St., Philadelphia, Pa. 19124

D&H Challenger 4-6-6-4 blasts up 1.48 percent grade from Carbondale to Ararat Summit. Light shade of track is caused by sand, indicating liberal use of track-sanders. A stirring sight more than 20 years ago.



Leonor F. Loree's final contribution to locomotive design was the all-welded boiler. Alco built the first one in 1938, and D&H applied it to E6a No. 1219, a heavy 2-8-0 which dated from 1918. She's shown above arriving at Carbondale. (Below) On the west bank of the Lackawanna River, D&H helper Challengers 1522 and 1531 push a long freight train toward Ararat. Sixteen of these heavy 4-6-6-4's were assigned to D&H Pennsylvania Division, 94.7 miles between Carbondale, Pa., and Oneonta, N.Y.

D&H's own mines. It's common knowledge that stokers wouldn't handle hard coal and I suspect that Loree saved more on his locomotive fuel bills than he paid in wages to the extra firemen."

The roundhouse official scratched his bushy gray head and continued: "Yes, sir, back in the days when anthracite was booming, those hand-fired E6a's trundled eight million tons a year from here to Oneonta, N.Y., with Big H's (0-8-8-0's) pushing up to Ararat Summit. In beastly summer weather, with the clanging firedoors almost constantly open, those cabs were hell on wheels. Sometimes the firemen would suffer

Working mightily, Erie 2-8-4 No. 3377 and 2-10-2 No. 4219, cut in ahead of the caboose, perform helper service for the Berkshire on the head end of a long freight train nearing Ararat Summit (elevation, 2,032 feet) in the heyday of big steam.

from heat prostration. After passing Ararat they'd both slump back on the tender for a much-needed rest while the train coasted downhill to Lanesboro.

"I remember one husky Irishman, a boomer known as the Iron Fireman. In a rash moment he bragged that he could fire an E6a over Ararat without any help. Well, that set the locker room buzzing. The boys dared him to try it and they bet considerable money on the outcome. Came the appointed day; the Iron Fireman climbed into the cab stripped to the waist, the way he liked to work. We wondered why the searing heat never seemed to blister his skin, which must have been leather. Maybe the thick hair on his barrel-shaped chest gave some protection, too.

"Anyhow, he grunted, sweated like a pig, made an obscene remark now and then, and heaved more coal, you might say, than any two men. But the 18 miles of rawhiding up to Ararat finally took the energy and bravado out of him; so the second fireman had to lend a hand on the rest of the trip to Oneonta. This turn of events sparked a hot argument as to whether the bets meant only up to Ararat or all the way to Oneonta. We all got our money back, and the braggart took to the boomer trail again."

CONTRASTING sharply to the bigness and efficiency of mainline tonnage maulers, D&H's 16-mile commuter service between Scranton and Carbondale appeared quaint and rather provincial. Its setting almost duplicated what you might expect to see in a model railroad layout. Scranton's modest-sized Victorian terminal on West Lackawanna Avenue, the aging and neatly white-trimmed Ten-wheelers, and the wooden open-platform coaches bespoke an era much earlier than the late 1940's, the time we are writing about. Rush hour would see pretty secretaries from the International Correspondence School, department-store clerks, college students, and many others climbing aboard the three trains that stood by the umbrella-shedded platform.

Almost in toy-train fashion, a gleaming 4-6-0 would chuff out of the city and past great heaps of mine waste and dark towering coal-breakers. Local stops were made at towns like Dickson City and Olyphant, both named for former D&H presidents. Her deep, multi-toned whistle would boom its echoes over the Poconos, belying the size of the engine.

Getting back to the Carbondale roundhouse, our friend was in a loquacious mood. He told us about a certain

fireman, redheaded and powerfully built, who caught those passenger runs off the extra board but was more interested in the seductive shapes of the Irish and Polish girls than he was in wielding the Red Edge scoop. Like many another young coal-tosser, he'd hang out of the cab window at every stop, waving at girls or looking back to whistle whenever a well-turned female leg became a bit over-exposed in negotiating the high coach steps.

One day at Scranton he almost missed his train while playing Romeo to a slinky blonde with baby-blue eyes. As the roundhouse foreman recalled it, Redhead had slipped into a nearby company phone booth with the blonde and was necking her so ardently that he lost track of train-departure time. The air signal in the Ten-wheeler's cab beeped twice; still he didn't show up.

The hogger, having a pretty fair idea of what was going on, decided to teach the guy a lesson by firing the engine himself. Tooting the whistle, he latched out the throttle. Then Redhead woke up. After disengaging himself from the girl, no doubt with a quick promise to see her again soon, he raced madly after the departing train, grabbed the railing on the last car, and hauled himself aboard. At the first local stop, he went up to the cab.

Surprised and disgusted, the engineer growled: "Well, if it ain't Romeo! I was hoping we'd left you behind. Now wipe that damn lipstick off your face and get to work!"

A really impressive show occurred regularly north of Carbondale, when getting 7000-ton trains out of town on a 1.48 percent ascending grade produced an almost unbelieveable commotion in sound and smoke. Here the *piece de resistance* centered about the D&H's smartly-designed 4-6-6-4's, the pride and joy of Joseph H. Nuelle when he was president of the road. These Alco beauties were hailed as the best-looking articulateds ever built; they had Loree-inspired features such as frail barred pilots, the recessed headlights, capped stacks, and smoothly surfaced boilers and tenders. Mr. Loree never lived to see them, but perhaps he would have taken a dim view of the cost of their speed and horsepower, for he was careful about spending money.

Northbound runs out of Carbondale over Ararat Mountain were among the East's most exciting steam operations. A Challenger led the way; on the rear would be two more Challengers (or 0-8-8-0's), then the caboose, and an E6a heavy 2-8-0. The 4-6-6-4 whistles screamed as the trains got under way. The measured blasts of thunderous exhausts threw billowing pillars of smoke skyward, temporarily obscuring the bright sun.

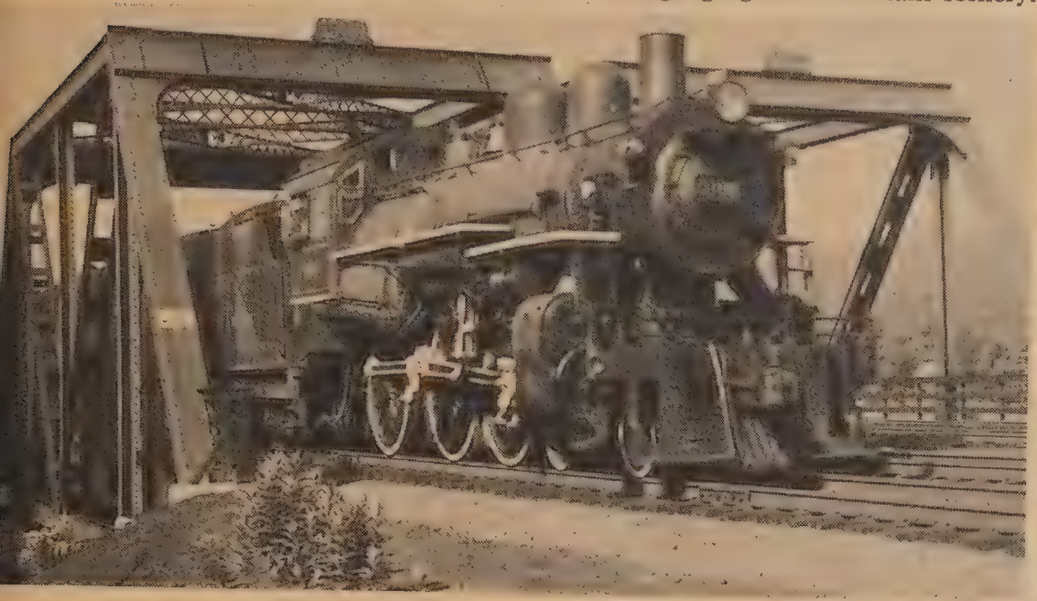
IT ALL happened again and again each day, but back in those times no one seemed to worry much about air pollution. After all, more smoke meant more employment in the mines and additional jobs on the D&H and the Erie to move trainloads of black diamonds. The head-end Challenger edged gingerly out of the yards; her slowly revolving 69-inch drivers carefully picked out the prescribed path over numerous switches and bit into sand-drenched rails on the northbound track which appeared chalky white.

In his little frame shack, optimistically named WC tower, a lanky operator named Fred Barmish sweated as he barely completed a sheaf of train orders in time to dash out and hoop one up to the front brakeman crouching in the gangway of the 1525. Then Fred expertly ducked back inside to escape the thick rain of cinders. After delivering more orders to the rear end, he scurried about retrieving his Y-shaped hoops, but an impatiently tooting whistle sent him up the tracks at a gallop to throw a hand switch and let a returning helper into a crossover.

While we were conversing with Fred

D&H 4-6-6-4 No. 1521 in full stride at Uniondale, Pa. This was one of the best-looking articulated steam loco designs.

Neatly trimmed in white, D&H 4-6-0 No. 500 (below) wheels the morning passenger train across the Lackawanna River and into Carbondale. D&H took pride in the distinctive appearance of its passenger engines. (Right) Erie freight train led by 2-10-2 No. 4200 drifts downgrade near Forest City on run from Susquehanna to Avoca yard, through gorgeous mountain scenery.



one day, he griped about the way the pike was being run.

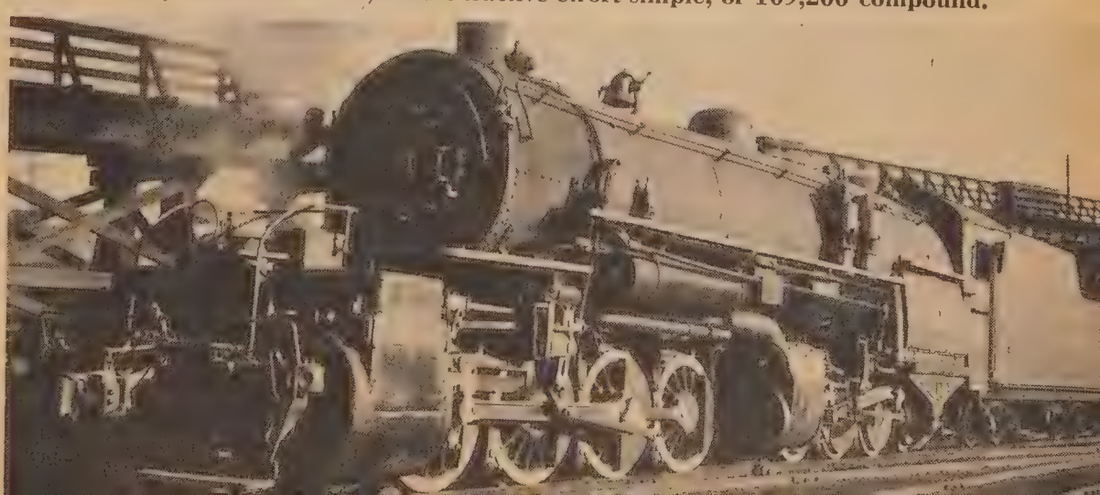
"That damned dispatcher doesn't give me the orders until a train is practically on my doorstep," he said. "Some day I'll miss the head end, and if the hogger decides to stop, with three pushers shoving on the rear, I hope he makes it without ditching the train. You know, the men on those pushers can actually feel the train weight as it gets out onto the grade and as this feeling of pressure builds up they open their throttles accordingly.

"The Erie owns this 36-mile Jefferson line over Ararat Mountain to Lanesboro, but about the only real improvements they've made since its construction in 1870 are bigger engines and the telephone system. Everything else is still manual, from switches to block and train-order semaphores. But the Erie runs a few trains each day and probably figures they won't need more. They don't give a damn that the D&H boys really put heavy traffic through here."

Operator Barmish commented on the cleanliness and care given to D&H power—care that he said the Erie engines often lacked. The latter often looked filthy but seemed to be in good mechanical shape and ran well. Your author seconded this viewpoint, for on visits to the Erie's Avoca roundhouse we had seen grimy 2-8-4's which plainly hadn't had their running gear cleaned for weeks. Semi-hardened grease and dirt coated the reversing machinery and other moving parts, an unpardonable

D&H was one of the last U.S. roads to use wooden passenger cars in mainline service. Here, the mid-day train to Scranton pauses at Jermyn about 1942: an RPO, a combine, and three coaches, all wooden, behind 4-6-0 No. 500, which originally was a Camelback built in 1903. She served the D&H for 49 years, Wootten firebox, white trim and all.

Heaviest of all U.S. 0-8-8-0 types were Delaware & Hudson's monsters, such as 1601 (below). They could exert 144,100-lb. tractive effort simple, or 109,200 compound.



sin on any railroad. The Erie's two-cylindered 2-8-4's and 2-10-2's looked rather small as compared with D&H articulateds, but with boosters and good horsepower capacity the Berkshires performed creditably on the hills.

The WC tower operator recalled the appearance of the D&H's first new 4-6-6-4's back in 1942. "Unlike most other four-cylindered power," he said, "those engines weren't considered heavy drag power but fast passenger-freighters. Alco made special efforts to put the same weight on the front and rear sets of drivers to help get them over the grades. Some D&H engineers became speed demons, especially when running downgrade, and the brass collars were alarmed lest a hogger rounding a curve too fast should jump the iron and cause a massive pile-up.

"Working second trick at Forest City, I once overheard the dispatcher checking running times with a trainmaster at Ararat. A fast boy was on his way down the mountain and, wishing to save him from being trapped in a speed test, I handed up an unofficial train order as he rolled by. The note warned him of the probable test and said I'd help to cover up by reporting him by Forest City later than he actually passed. Later, he thanked me and said he had really pinched the speed down and loafed into Carbondale."

BUT inevitably the thrilling drama of D&H and Erie steam power battling over Pocono grades drew to a sad conclusion. This area remained the final steam stronghold on the entire D&H system, even to the little passenger trains which never saw a diesel unit. At length on January 5, 1952, Ten-wheeler No. 558 whistled into Carbondale for the last time and the full crew posed in front of the engine for a farewell portrait—farewell to the engines as well as the passenger service.

A disillusioning aftermath was the casting aside of D&H's 40-member Challenger fleet like so many old shoes. The modern 4-6-6-4's varied in age from only seven to thirteen years and there probably wasn't a dry eye at Carbondale roundhouse the day the last one left town. Afterward, the monotonous drone of diesels brought few, if any, railfans flocking to trackside with their cameras. By January, 1955, the Erie pulled up stakes by completely moving out of the anthracite area and selling the Jefferson coal-hauling line to the Delaware & Hudson Railroad.

Today, that line over the Poconos is operated electronically with CTC, automatic block signaling, and engine-cab radios. With such improvements, perhaps our lanky operator friend, Fred Barmish, got his wish for modernism. But it also means the entire line can be controlled by one man at a remote location, with little need for tower operators. The years have brought about many changes in mountain railroading.

Steam Route Over the Pocono Mountains

This was the route that steam followed over the Poconos, showing mileage, name of each station, elevation in feet, percentage of grade, and trackage rights. The code meaning of D-E is D&H line with Erie trackage rights. E-D, Erie line, D&H trackage rights.

0.0, Wilkes-Barre, 549.8, +0.7, D&H only.
6.8, Yatesville, 824.6, +1.46, D&H only.
10.5, Avoca, 660, —0.90, D-E.
18.8, Scranton, 670.8, +0.43, D-E.
34.3, Carbondale, 1,055.3, +0.62. D-E.
40.9, WC tower, +1.31, E-D.
54.4, Arrarat yd., 2,032.0, +0.96, E-D.
59.4, Thompson, —1.39, E-D.
70.1, Jefferson Junction, E-D.
72.3, Lanesboro, 916.6, —1.22, D&H only.
129.0 Oneonta, N.Y., D&H only.

Air pollution, Challenger-style. Stoker-fired D&H 4-6-6-4 No. 1512 (above) spews filth after leaving aptly-named Carbondale. Dramatic though photos such as this may be, the impression should not be gained that steam locos smoked like this all the time. Such inefficient use of coal was rare on most roads; cleaner operation was the rule. (Left) A D&H 0-8-0 switches cars in Carbondale yard. Office building controlled D&H and Erie operations over Pennsylvania Division and Jefferson line.

Interesting Railfans No. 74

CLINTON JONES, JR.

by Freeman Hubbard

Photo from Fred L. Tonne

PLENTY of hobbyists dream of owning a steam locomotive, working as a hogger, becoming a railroad president, or being written up in our series of *Interesting Railfans,* but the mild-mannered young Clinton Jones, Jr., is the only person who has ever attained all four of these objectives.

In late 1964, when Clint was a sandy-haired kid of 20, he bought a retired Chicago & North Western Ten-wheeler, the 160-ton No. 175, class R-1 (Alco, 1908), from her owners in Winona, Minn., who had saved her from the scrap pile. This he did for sentimental reasons, remembering that in his teens he had seen the beloved 175 pulling iron-ore drags in Upper Michigan. Not long afterward, Clint materialized other dreams by becoming the president, general manager, and locomotive engineer of a steam-powered shortline, the Keweenaw Central at Calumet, Mich., now closed for the winter but being readied for reopening on Memorial Day.

Immediately after buying the 4-6-0, Clint rode her some 550 miles as messenger from Winona to Calumet. But before leaving Winona she ran into trouble. When she was being switched onto a Milwaukee Road freight train, her front coupler broke from an old crack and fell apart.

Undaunted, our hero and a carman took a train to Wisconsin Dells, hitchhiked from there to North Freedom, Wis., "borrowed" a front coupler from off one of the dead engines of the Mid-Continent Railway Museum located there, and persuaded a truck driver to take them back to Wisconsin Dells with the coupler. When the morning *Hiawatha* pulled into Wisconsin Dells, they had the coupler on a baggage wagon ready to be loaded into the streamliner's baggage car under the guise of "company material." Upon arrival at Winona, Clint and the carman unloaded the coupler and attached it to engine 175 so she could move out of town that night. Later, Clint learned with a gasp that he should have had—but didn't have—specific permission in advance to ship company material on any *Hiawatha!*

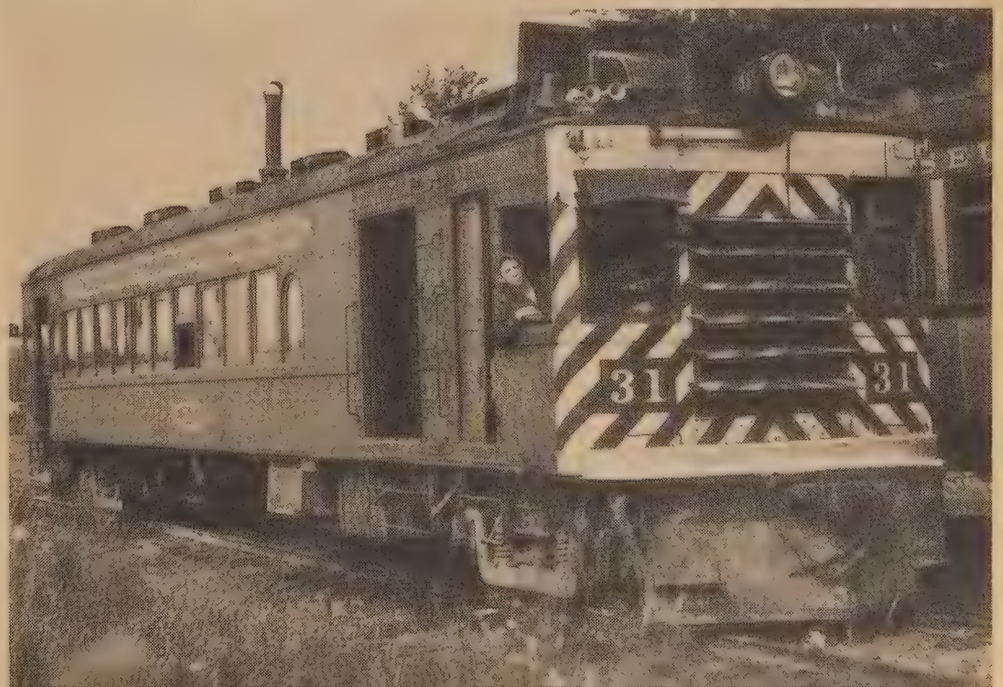
Mississippi floodwater so dampened the antique Ten-wheeler that Clint had to spend much time cleaning and lubricating her. This started a renovation process that is still going on. In order to do it, he had to dig up the original blueprints, study old steam locomotive textbooks, and pump information out of retired old Northwestern enginemen, but he enjoyed every minute of it.

Our subject came into this world July 6, 1944, in Milwaukee, the only child of a former rural mail carrier who had been meeting all trains at Iron River, Mich., and taking the mail to logging camps. When Clint was 12 the little family moved to Pewaukee, Wisc., where they remained until his father died in 1964. Today, when he isn't with the KC at Calumet, the young man is living with his mother in Iron River at 1204 N. First Avenue.

At age 14 he went on his first fantrip, riding behind a Soo Line 4-6-2, the 2719 (now on permanent display at Eau Claire, Wisc.), from Minneapolis to Ridgeland, Wisc., and back. To do that, he also had to travel from Milwaukee to Minneapolis and return, on the Milwaukee Road's *Pioneer Limited,* 680 additional miles! The kid went alone, stayed up all the while, and spent the entire following day at high school in Milwaukee.

"The fantrip was terrific," he recalls, "with 11 heavyweight cars and a superb Pacific so unbelievably 'square' in her valve setting that she sounded like a shotgun and ran perfectly at 80 per. That ride whetted my desire to become an engineer. The first locomotive I ever ran was an Alco road switcher on the Canadian Pacific in 1959. A kindly old hogger allowed me to handle her in various yard operations. Later, I rode and sometimes operated many other engines."

Clinton Jones, Jr., operating a 1925 gas-electric car at Mid-Continent Railway Museum, North Freedom, Wisc. Car was built by Electro-Motive Corp., went to Great Northern, then Montana Western. Now at museum, in original condition.



Copper Range No. 101, Baldwin diesel, works snowplow across bridge 22 at Tamarack Mills, Mich. At rear are old grade and abutment of abandoned Mineral Range narrow-gage line. Photo taken in '65 by Clint Jones.

Meanwhile, Clint had begun to read railroad literature, take pictures of engines and trains, and collect whatever railroadiana he could lay hands on. But the only fan organization he belongs to is the Mid-Continent Railway Museum, which he joined mainly through a desire to operate locomotives. He had been spending the summer of 1962 at Hillsboro, Wisc., first home of the Mid-Continent, and liked to run their 35-ton three-axle gas loco (Plymouth, 1935) under the watchful eye of the hogger who regularly pulled their excursion trains.

"I have operated many diesels," he tells us, "and enjoyed it. Almost anyone can run a diesel," he adds, "but to operate a steamer effectively you have to become part of her, so to speak, and feel and sense everything that happens while you are at the throttle."

His first paid job was janitor at a lumber yard adjoining the Milwaukee Road mainline, his shift starting at 5 p.m. after the other employees had left and when the evening rush hour of trains was beginning. Clint was then 15 and held this part-time job throughout his high-school course. He also worked as a mechanic on small engines and he painted a full-sized house. The Mid-Continent operations took shape around the time of his high-school graduation. He assisted on their summer excursion trains for two summers as steam loco fireman and engineer, mechanic, section hand, etc., and he helped to get seven steam locos donated to the museum, ranging from an 0-4-0T to a big 2-10-0.

In 1964 he met Charles Sturm, a Milwaukee Road agent-operator then working at Pewaukee. Says Charlie: "Clint came to the depot one day to see if we had any old station records to spare. We hadn't; but he and I, having a mutual interest in Midwestern roads, found much to talk about. I advised him to try for a job as relief operator-agent. He did try, but a minor back disorder kept him from passing the physical exam."

A six-footer, Clint weighs a trim 165 pounds. He has friendly gray eyes, prefers crew haircuts, is quick and energetic. Dressing casually, he is rarely seen in a white shirt or a tie. Like most railfans, Clint Jones is too smart to smoke cigarettes, which he calls "cancer sticks."

"I have yet to meet a girl genuinely interested in railroading," he says, "which helps to explain why I am still single."

For nearly two and a half years he attended Michigan Tech on a scholarship, but dropped out because, as he puts it: "College seemed irrelevant to the real world, too stifling of personal initiative, and too conforming."

He likes music—classical, pop, or contemporary—plays the clarinet and tenor saxophone, and reads "everything from *Playboy* to *The Wall Street Jour-*

Michael A. Eagleson, 286 Washington St., Glen Ridge, N.J. 07028

Keweenaw Central 2-8-0 No. 29 paused for dramatic night shot with Clint Jones in the cab and fireman Bruce Feld on ground.

nal." He is fond of animals, both wild and domestic, his current pet being Peppard, a former roundhouse cat named after a station on the Copper Range Railroad. Besides running the Keweenaw Central, he is on the Copper Range's extra board as brakeman or fireman, in whichever capacity he may be needed.

Earl J. Gagnon of the Houghton, Mich., *Gazette* informs us that Clint has a facility for public speaking, can answer "almost any" question about railroads, mostly those in Upper Michigan, is a debater of note, and has appeared before public hearings on behalf of passenger trains.

"When I get depressed, which isn't often," says Clint, "I like to head up the beautiful Keweenaw Peninsula alone to a secluded beach on Lake Superior—remembering what Byron wrote, 'There is pleasure in the pathless woods; there is rapture by the lonely shore'—and watch the sunset, re-evaluate my presence on earth, and sometimes fall asleep beside the lake."

While studying at Michigan Tech he took an active interest in the state's railroads, including the Copper Range, with its old Baldwin switching engines; the Duluth, South Shore & Atlantic, still using Baldwin road switchers, and the Calumet & Heckla Mining Railroad, all Baldwin-equipped except for two yard goats.

"Every day," Clint tells us, "Milwaukee Road equipment, coming from Chicago overnight and returning in the early evening, would be handled into Houghton and Calumet by South Shore crews. I adopted that train, Nos. 9 and 10, because it was the only link with the remote area known as the Copper Country. Mail was still picked up on the fly by 9 and 10 until its Railway Mail Service ended in September, 1967. The train was taken off the following March 8th, due to the loss of mail. It was the only passenger train I ever rode which used retainers—twice on the run, for seven miles of near 4 percent grade on Anse Hill as well as down Hancock Hill, four miles of the same grade. Mostly I enjoyed the trip along Lake Superior's Keweenaw Bay, with the sun rising behind a mist over the lake. Sometimes we'd buck five or six feet of snow enroute to Calumet."

Clint Jones's first train ride was on one of the CMStP&P *Chippewa* streamliners, such as train 21, shown here leaving Milwaukee in 1947 behind one of the old 4-6-2 locos dressed up in popular *Hiawatha*-style garb. This run was discontinued in 1960.

Collection of Clinton Jones, Jr.

After leaving college in the spring of 1965, Clint worked as an electrician on the second shift in the Milwaukee Road's diesel house in Milwaukee, handling repair jobs and assembling power for the road. Sunday nights were the busiest.

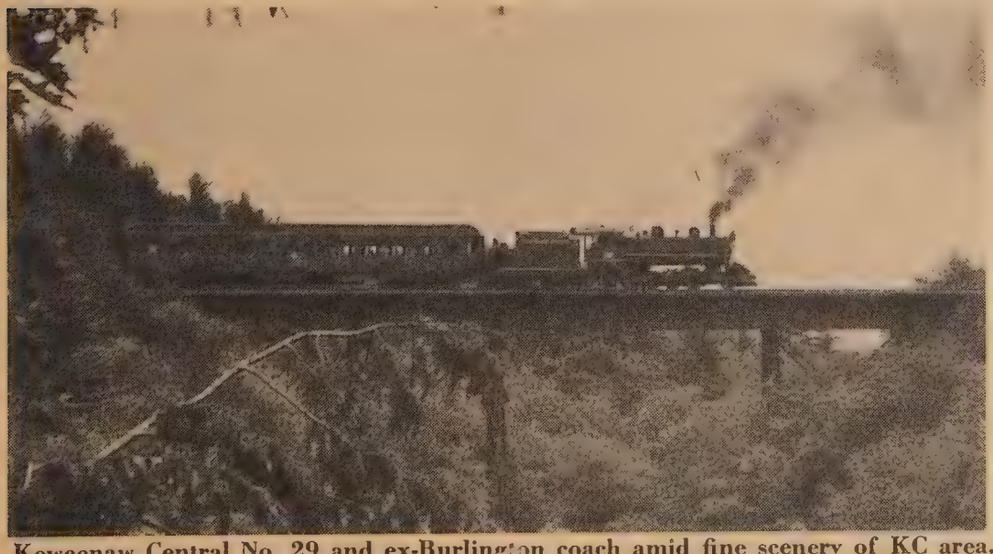
"I'd check out the units with my partner," he says, "hook 'em up, load-test 'em, and wave good-bye to them. I always carried a camera and took many pictures. In those days I learned a lot about diesels. I still appreciate them but am convinced that mainline super-power could outperform diesels."

On that job he dressed for the role, with a polkadot Kromer cap and with leather gauntlets for handling jumper cables, looking more like a hostler than the hostlers themselves. Most of his fellow employees brought cold sandwiches from home for lunch, but Clint found that with all the live-steam pipes and the ice machine available he could dish up full-course meals for himself, including hot soup, stew, or boiled eggs, salad, milk and often ice cream.

Prowling through the shops one day, he discovered a 44-ton Whitcomb diesel which had been written off as unrepairable and bought it for a small fraction of the original cost. After two months of Clint's loving care, the "junk pile" was running back and forth on a Milwaukee Road spur track. It now pulls Keweenaw Central work trains.

"Railfans who like diesels should have to work on them," Clint says with a curl of his lips. "Those machines are arranged with a view to inaccessibility, it seems, to make repair work difficult for maintenance crews. Changing trucks, hooking up cables, and cleaning or rebrushing generator or traction motors are the dirtiest jobs imaginable."

While toiling at the diesel house, he acquired a small 0-4-0T saddletanker (Cooke, 1917) at Sturgeon Bay, Wisc.; he trucked her to Milwaukee, restored her there, and sold her for a shopping-center display at Beloit, Wisc., where



Keweenaw Central No. 29 and ex-Burlington coach amid fine scenery of KC area.

Photograph by Fred L. Tonne

Milwaukee Road's *Copper Country Limited* at Calumet, Mich., station, former Mineral Range RR. headquarters, now Soo Line. Train was running Champion to Calumet on Soo.

Photographed in 1967 by Clinton Jones, Jr.

she stands today, a relic of long ago.

Four years ago he met Fred L. Tonne, P.O. Box 3714, Milwaukee 53217, a professional photographer and contributor to *Railroad Magazine*. Fred used to run a Mid-Continent engine, with Clint firing. The two men, with Lou Keller of Cedar Rapids, Iowa, formed a corporation for the purpose of buying a railroad branch line and operating freight and passenger trains with steam and diesel power, specifically Clint's steamer No. 175 and his 44-ton diesel. This plan fell through. Then in 1966 the group bought Burlington business car 99, a beauty with mahogany interior and brass-railed platform, and operated it twice on the Milwaukee Road.

"The following year," says Clint, "when the Copper Range abandoned its 6.5 mile line between Lake Linden and Calumet, we purchased it, together with the CC's last remaining steam locomotive, and began operating the line July 1st with our own equipment, thus creating the Keweenaw Central Railway. I had quit the Milwaukee Road some time before and have been operating the shortline ever since, using the business car as my home and office."

Besides being top brass on the KC, Clint does all sorts of lesser chores for the little tourist line such as running locos, line maintenance, equipment, repairs, and rerailing. Such work, he says, keeps him physically fit. One day the KC's 135-ton engine No. 29 jumped the track with two cars but was rerailed under her own steam, and 200 feet of track was repaired, all in 12 hours. When the tourist season slacks off in the fall, Clint scours Upper Michigan looking for more KC equipment and material—and exploring old mine sites, another of his major interests. At the same time he is continually seeking photos, timetables, etc., of old Copper Country shortlines.

"A motor trek with him through the Michigan woods is an experience not soon to be forgotten," says Charlie Sturm. "As a result of these trips and hauling loads of railroad material far in excess of their designed capacity, Clint's automobiles are usually in a state of advanced disintegration. This doesn't worry him in the least. My friend thinks nothing of replacing wornout and broken parts himself along the way.

"Clint has a yen for old machines, be they steam or internal combustion, and has owned or had an interest in a chain-drive Mack truck, a 1932 Pontiac, a vintage Chervolet, a four-wheel-drive pickup truck, an ancient motorcycle assembled from a basketfull of parts (I sighed with relief when he sold this one), and several antique track-inspection motorcars. Clint coaxed them all into somewhat reluctant operation.

"He will invest hundreds of dollars in a piece of used railroad equipment," Charlie Sturm adds, "but refuses to spend more than the absolute minimum on food or lodging. That guy knows the location of the greasiest beaneries and the scroungiest fleabag hotels. Only occasionally can you persuade him to dine or sleep in a reasonably clean but more expensive roadside place. But he economizes on these things, as many other railfans do, only so that he can have more money to spend on his hobby." ●

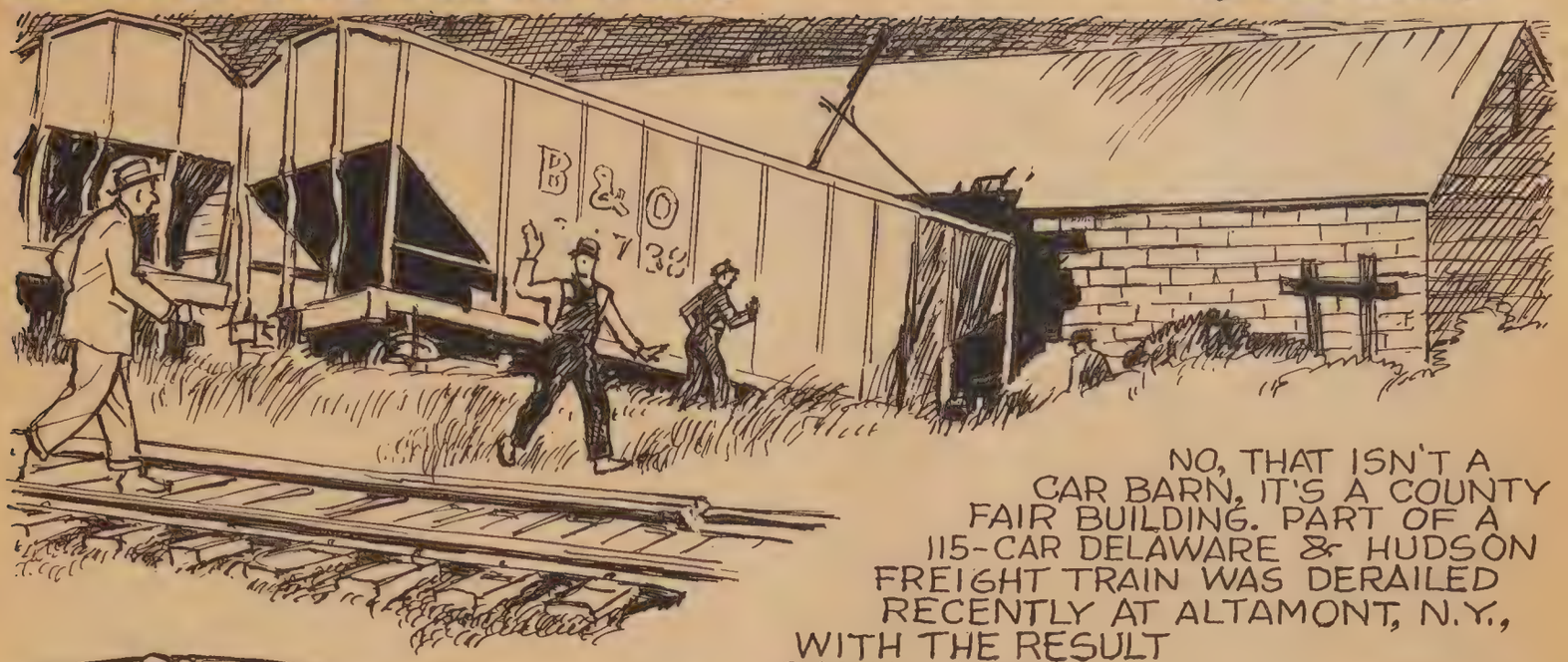
Copper Range's red, yellow, and gray Baldwins 100 and 101 doublehead train of copper ore from Painesdale, Mich., mines to Freda. Engines were built in 1947.

Both photographs by Clinton Jones, Jr.

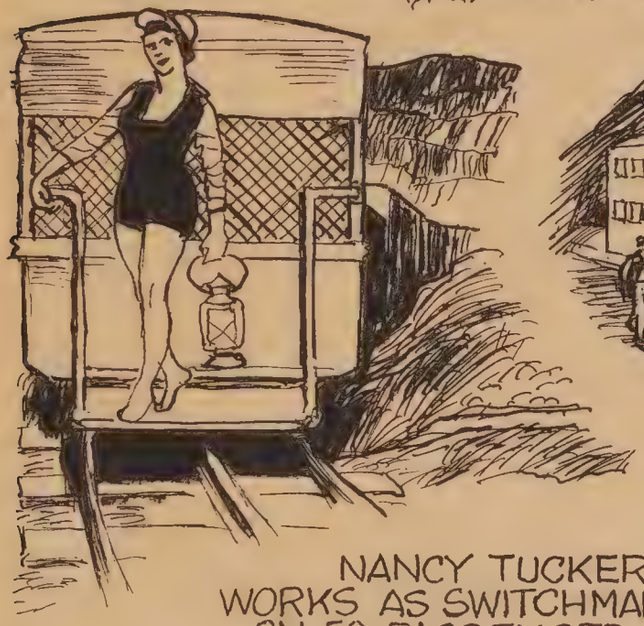
Eastbound Soo freight being switched at Trout Lake, Mich., crossing of DSS&A.

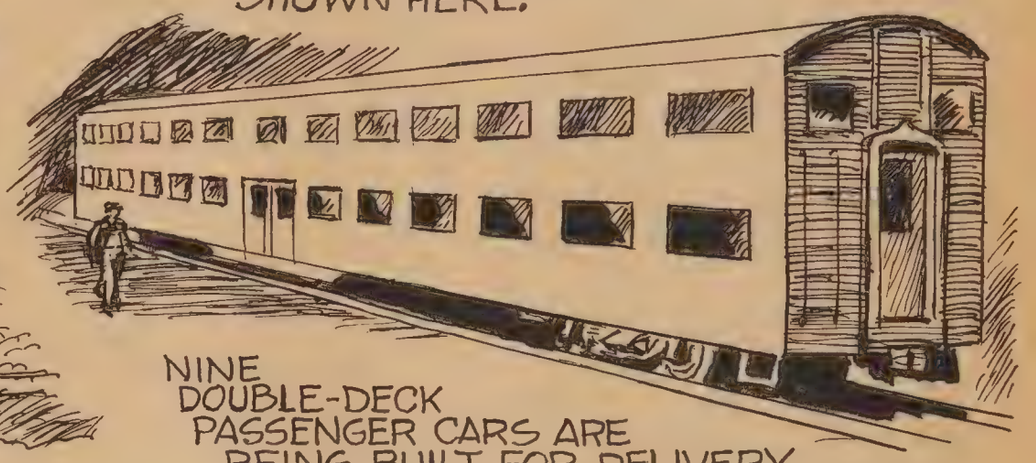
ALONG THE IRON PIKE

by Joe Easley



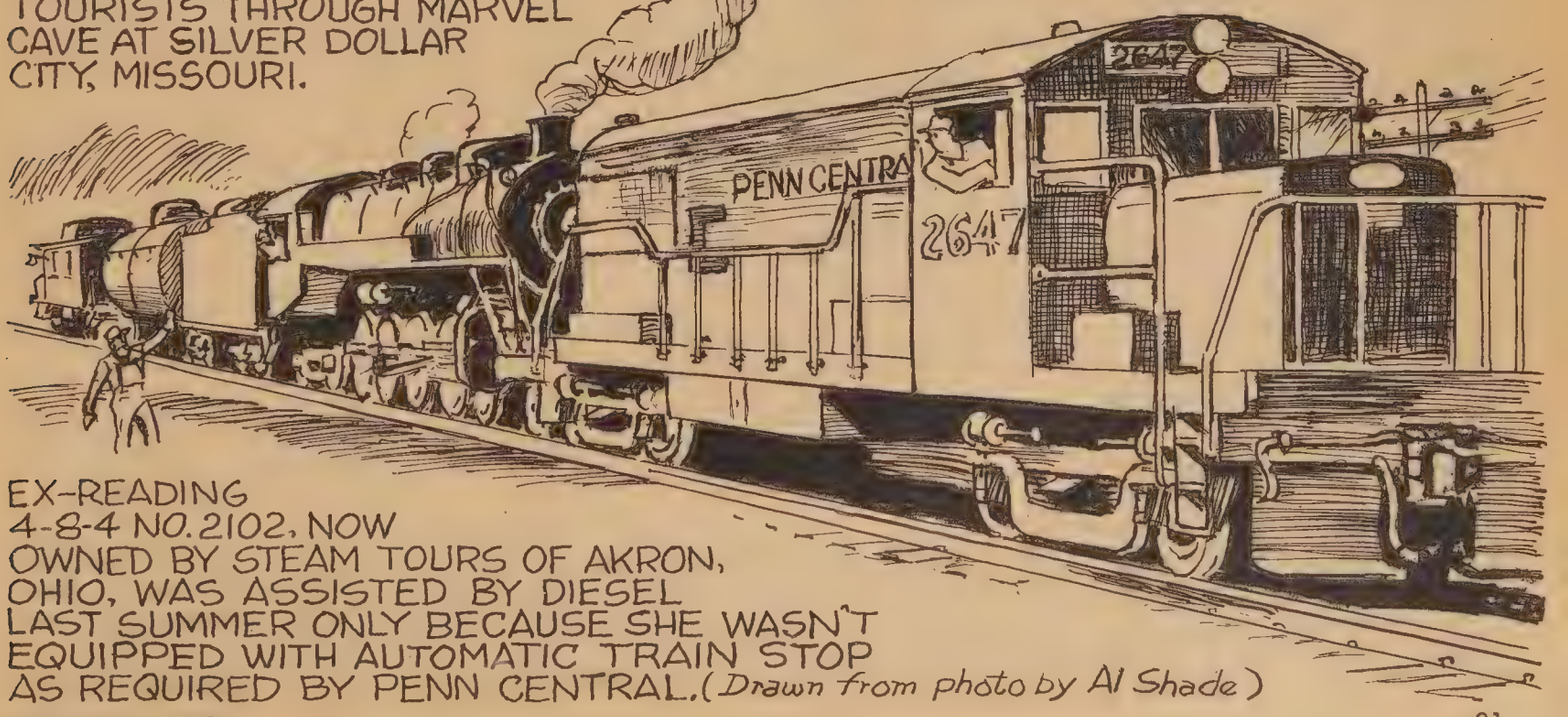
NO, THAT ISN'T A CAR BARN, IT'S A COUNTY FAIR BUILDING. PART OF A 115-CAR DELAWARE & HUDSON FREIGHT TRAIN WAS DERAILED RECENTLY AT ALTAMONT, N.Y., WITH THE RESULT SHOWN HERE.





NINE DOUBLE-DECK PASSENGER CARS ARE BEING BUILT FOR DELIVERY NEXT JUNE TO CANADIAN PACIFIC, FIRST RAILWAY IN CANADA TO ORDER AIR-CONDITIONED "PUSH-PULL" CARS, WHICH SEVERAL U.S. ROADS ARE USING.

NANCY TUCKER WORKS AS SWITCHMAN ON 50-PASSENGER CABLE TRAIN THAT CARRIES TOURISTS THROUGH MARVEL CAVE AT SILVER DOLLAR CITY, MISSOURI.



EX-READING 4-8-4 NO. 2102, NOW OWNED BY STEAM TOURS OF AKRON, OHIO, WAS ASSISTED BY DIESEL LAST SUMMER ONLY BECAUSE SHE WASN'T EQUIPPED WITH AUTOMATIC TRAIN STOP AS REQUIRED BY PENN CENTRAL. (*Drawn from photo by Al Shade*)

Information Booth

ASK BARBARA: **Railroad questions are answered here by our research expert—as many as space permits. Top priority is given to subjects of general interest. Address Miss Barbara Kreimer, *Railroad Magazine*, 205 East 42nd Street, New York, N. Y. 10017. No replies are sent by mail.**

1 Have any devices been used to prevent locomotive marker-flags from furling or otherwise losing visibility?

Yes. We recall having seen some flags with diagonal stays sewn in them to keep them spread. Some railroads—Rock Island, for one—used sheet-metal flags many years ago.

2 Much sarcasm has been heard about New Haven passenger service. How well does the road maintain its cars?

Precarious though its financial condition may be, management under the present trusteeship seems to be doing its best under limited conditions. Three old coaches have been converted into passenger-car renovation shops at New Haven, Ct.; in them, upholstery and glazing work is performed. Much interior work is done on cars coming in for renovation, and there are always broken windows to be replaced as soon as feasible. Like other roads, NHRR suffers much vandalism from stone-throwing brats along the line. Mechanical work is done in the main shops at New Haven. Some parlor cars have been converted to coaches.

3 Where can I buy picture postcards of specific locos and trolleys?

Several dealers around the country stock currently available and discontinued railroad and trolley postcard views. One of the largest we know of is Allen Wright, proprietor of Hobbyville, 87 Nassau St., New York, N.Y. 10038, who can also answer questions about where to get cards not stocked. You might also try our *Switch List*.

4 What can you tell me about the Alexander Railroad?

It's an 18-mile line with a single train, named the *Junebug*, that runs once every weekday between Taylorsville, N.C., and Statesville. A regular crew operates this train, but on Sundays it occasionally makes the same run with a crew consisting of the three children of general manager Sam Zachary and their hound dog, Spot. Founded in 1887, the Alexander was originally called the Statesville & Western. The Southern Railway took it over in the 1890's but many years later decided to abandon it, and sent a wrecking crew to tear up the track on the last day of operation under Southern ownership, Nov. 30, 1945. Local businessmen saved the line at the last minute by raising money to buy it. Lawrence P. Zachary, Sam's father, was given the job of running it. The Southern lent him a locomotive and a few men to train his employees. When he died in 1956, Sam succeeded him.

5 Is the former Pennsylvania Railroad's famous test laboratory at Altoona, Pa., still in use?

No; it was closed last September in favor of the New York Central's more versatile laboratory in Cleveland. The Altoona test plant was established in 1874, and was expanded over the years to include research on practically every phase of railway design. Its best-known facility was the locomotive test-rack, a roller-type treadmill on which even the biggest engines could be tested under full steam while remaining stationary. The original test-rack was built for the St. Louis World's Fair of 1904, at which a large loco operated daily as a crowd-pleaser. The rack was then taken to the Altoona laboratory. A larger rack was installed at the New York World's Fair of 1939-40, on which the famous S-1 6-4-4-6 streamliner ("the big engine") performed. Most of the refinements in design which made Pennsy steam engines so remarkably capable were developed at Altoona. The last such innovation was the S-2 6-8-6 steam turbine of 1944. Its development was curtailed with the advent of the diesel. The PRR-NYC merger made Altoona lab redundant.

6 Why are the windows on the new Department of Transportation Metroliner m-u cars so small?

To present less of a target for rocks, bullets, and other projectiles thrown or shot by trackside vandals, according to Edward J. Ward, chief of the Department's Engineering, Research, and Development Division. It is believed that small windows protect passengers better than large ones in this era of deplorably lax law-enforcement.

7 Why did Canadian National convert its type RSC-13 diesels from C-C to B-B wheel arrangement?

"The RSC-13's had an A1A-A1A wheel arrangement, not C-C," reports our technical editor, Sy Reich. "The change was made to increase the starting tractive effort by increasing the weight on the driving-wheels. The idling-wheels were removed and an equalizer-bar was added to each side of each truck."

8 Give details of the Norfolk & Western's hopper-car rebuilding project.

To add more than 97,000 tons to N&W's car capacity, 6,471 hopper cars, each of 85-ton capacity and from four to six years old, are being modified to carry 100 tons apiece, same as the newest cars. The $4,400,000 undertaking, being carried out at the Roanoke, Va. shops, involves welding a 15″ steel extension to the sides and ends of each class H-11 hopper, increasing height from 11′ to 12′, 3″. Ladders are lengthened accordingly, hand-brake wheels are relocated, and the running gear is fortified with additional springs.

9 Has there ever been a book of fiction stories from Railroad Magazine?

No book has been devoted exclusively to fiction reprinted from this magazine, but two rail-fiction anthologies have included a few of our stories: *Headlights and Markers,* compiled by Frank P. Donovan and Robert S. Henry, a brand new edition at $6.70, and *Open Throttle*, $3.55; both available from our book service.

10 Give a brief history of the Baltimore & Annapolis Railroad.

At its peak, this line was composed of three divisions, each having a separate history. Oldest was the South Shore Division, from Annapolis westward to a junction with the Baltimore & Ohio. Built as the Annapolis &

Elkridge RR., it began operating on Christmas Day, 1840. It was taken over by the Washington, Baltimore & Annapolis in 1907, and electrified.

Meanwhile, the WB&A had begun building its own electric mainline between Baltimore and Washington, D.C., in 1907. Service on this route started February 7, 1908, using 6,600-volt a.c. In 1914, it was made 1,200-volt d.c.

The third division, known as the North Shore Line, was originally a steam road called the Annapolis & Baltimore Short Line, running between those cities. Built in 1887, it was taken over and electrified in 1908 by the Maryland Electric Railways. The latter company was bought by the WB&A in 1921, bringing the system to its maximum, which lasted until Aug. 20, 1935, when all lines except the Annapolis-Baltimore route were abandoned. This remaining route was re-organized as the Baltimore & Annapolis and continued to operate electrically until Feb. 5, 1950, when interurban service was discontinued and freight operation was dieselised. Passenger service was resumed experimentally about five years ago, using a leased RDC for commuter runs, but this lasted only a month or so. Diesel freight service continues to operate. We thank *Transit Topics* editor Steve Maguire for this history. (See photographs on pages 41 and 43.)

11 ***What has become of the Milwaukee Road's Olympian Hiawatha equipment, specifically the super dome cars and the Skytop observation cars?***

Four of the super dome cars are still on *Hiawatha* trains between Chicago and Minneapolis-St. Paul; six were sold to Canadian National and are used west of Winnipeg on various assignments, such as the *Super Continental* and the *Panorama.* The six bedroom Skytops also were sold to CNR and are in use on the *Ocean* and the *Scotian* trains between Montreal and Halifax. The four parlor Skytops are still on the Chicago-Twin Cities *Hiawatha* runs. We thank passenger-car expert Bob Wayner for this information.

12 ***I am looking for an old poem, "On the Train"; do you have it?***

Yes, here it is, author unknown.

I love the feel of the cushioned seat
And the absence of jolt and jar;
There's sense of comfort that's complete
When I ride in a railroad car,
And I like the friendly porter's smile
When he offers to carry my grip.
In fact, I enjoy each fleeting mile
When I go on a railway trip.
Then at night, snug in my Pullman berth,
While the train glides swiftly along,
I am lulled to dreams of a heavenly earth
By a sort of a rhythmic song.
I care not to ride o'er the rolling sea
For a life on the bounding main
Hath no particular charm for me,
But I do love a railroad train.
You may want to ride in an automobile
Or aloft in an aeroplane,
But I'm for the good safe road of steel
And a speeding railroad train.

Running Extra

Dick Murdock, a Southern Pacific engineer and a contributor to *Railroad Magazine,* asks readers to help him assemble material for a book he is preparing, tentatively entitled *Quaint Old SP Stations.* He needs historical data, recollections, anecdotes, and photos of such SP depots as Niles, Roseville, St. Helena, Patterson, Santa Paula, Davis, and Williams, all in California, and Klamath Falls, Oregon. He'd also appreciate suggestions for other SP stations anywhere, preferably those still standing. Dick lives at 346 Valley View Dr., Pleasant Hill, Calif. 94523.

"Where was the original trackage of the old Western New York & Pennsylvania, and in which year was it taken over by the Pennsylvania RR?" asks Henry J. Werrick, 1505 Edgevale Rd., Fort Pierce, Fla. 33450. He also wants to know what was the greatest number of employees the PRR ever had at one time.

Plans of Norfolk & Western 2-6-6-4 class A engines are wanted by William G. Helgason, Leutershausen, Germany.

"Can anyone tell me if the Atlanta & West Point Ry. ever sold any locos to Canada?" asks Ted McQuinn, 204 Fairfax Rd., Riverview Heights, N.B., Canada. "I am especially interested in knowing whether an A&WP engine came to the Dominion Atlantic Ry. in Nova Scotia about 1893-94."

Details about the Akron, Canton & Youngstown are sought by George Pollis, 1117 South York St., Denver, Colo. 80210, particularly about Mikado-type steam engines 404-406.

Information on the Victor & Granite Falls RR. is wanted by Clifton E. Hull, 203 E. 16th St., North Little Rock, Ark. 72114.

"When did the Grand Trunk Ry. begin to use the square emblem on the sides of its tenders?" enquires E. H. Heath, 526 Amelia St., Cornwall, Ont., Canada. "And when did the name first appear on loco number-plates?"

Histories of the northern U.S. ore-carrying roads, such as the Missabe, the Soo Line, and others are wanted by James A. Knoop, 29160 E. Jefferson, St. Clair Shores, Mich. 48081.

Small railfan publications are occasionally started by individuals, only to last through a few issues, and then nothing more is heard of them. One such magazine was *Steel Rails,* supposedly published by James McMeekin of Davenport, Iowa, in 1952-53. Ralph Marson, 8070 Busch, Centerline, Mich. 48015, wants to know what happened to it and how many issues it had.

"*Eisenbahn Jahrbuch* (German *Railway Yearbook*) states in its 1968 edition that German Railways locomotive 191001 was an experimental express engine built around 1942, using two sets of 'steam motors', *i.e.*, two cylinders in V-type formation per driving-axle," writes Thomas Huber, 85 Weybridge St., Middlebury, Vt. 05753. "It was fully streamlined. The book further states that this loco was removed to the U.S.A. after World War II and was scrapped here in 1952. Did this engine ever operate on U.S. railroads? Where was it scrapped, and by whom? Can anyone supply photos of it in operation in the U.S., or while being tested? Any further information will be helpful."

"I have an old railroad lantern with the letters I.P.L. & Co. stamped on it," queries Roy E. Atterbach, 1411 Lake View Dr., Mendota, Ill. 61342. "What do those initials stand for?"

Information on the AT&SF line into Johannesburg, Calif. is desired by C. H. Cox, 3511 June St., San Bernardino, Calif. 92405, who also wants data about railroads which served Ludlow, Calif., and a line which supposedly ran between Red Mountain and San Bernardino.

Details about a gas-fired steam locomotive which was supposed to have run in Texas for about 20 years, beginning in 1897, are sought by R. O. Law Jr., 1311 H St. N.W., Childress, Texas 79201.

Data about Southern Ry. abandonments and new construction in connection with the Savannah & Atlanta, the Georgia & Florida, and the Central of Georgia in the area bounded by Vidalia, Camak, Augusta, and Savannah, Ga., are wanted by John B. Allen, P.O. Box 259, Centralia, Ill. 62801.

Item 10 in Oct. issue drew a comment from Jack Emerick, coal and ore traffic co-ordinator, Penn Central: "I deal daily with TOC hoppers, which are assigned to Cannelton, W. Va.,-Toledo service and used primarily in unit trains of coal, for Algoma Steel Co., dumped into boats at Penn Central's lakefront dock. 'TOC' stands for Toledo & Ohio Central, a road which New York Central absorbed years ago."

Southern Pacific has added 15 more double-deck coaches to its Peninsula commuter-car fleet, making a total of 46. Patronage warranted more cars.

PASSENGER TRAIN SURVEY

AMERICA'S fastest commuter cars were introduced last October 29th when the Penn Central's "Jersey Arrows" hit speeds up to 100 miles an hour between Trenton, N.J., and New York.

Penn Central's transfer of former New York Central passenger trains in Chicago from LaSalle Street Station to Union Station was praised by the National Association of Railroad Passengers (Anthony Haswell, executive director) as a "move to improve service to through passengers traveling from points on the former NYC lines, so they will no longer have to change stations to make connections with the many Western trains operating out of Union Station." (Pennsy trains always used Union Station.) The transfer should benefit the railroad also, by enabling it to cut operating expenses.

NARP has urged the Interstate Commerce Commission to determine the cost of a unified nation-wide rail passenger system in keeping with public needs. The proposal was contained in a letter from Haswell to Paul J. Tierney, ICC chairman, commending the ICC's decision to investigate the actual cost of intercity passenger service and methods of reducing such cost. (Senator Warren G. Magnuson, chairman of the Committee on Commerce, suggested the study.)

Specifically, Haswell wants the ICC to find out (1) the railroads' actual cash loss, exclusive of depreciation, on present passenger operation, (2) the amount of such loss, if any, if passenger service were to be restructured on a unified, nation-wide basis, and (3) capital costs necessary to rehabilitate and replace equipment for that service. Noting Tierney's statement that the survey will be limited by a lack of funds, Haswell pointed out that the ICC would get some of the cost data from the files that railroads originally prepared for internal use as a basis for management decisions.

Commenting on the ICC's proposed study of passenger-train costs, Thomas M. Goodfellow, president of the Association of American Railroads, said: "That's fine. There has been too much misunderstanding about the passenger-train situation. Let's clarify it, and then proceed to a realistic definition of national policy. We will cooperate wholeheartedly."

According to Senator Gale W. McGee of Wyoming, the railroad industry should take a long look at recent ICC decisions in passenger-train cases, which indicate a stiffer policy than in the past and "show that the ICC will not tolerate railroads deliberately running bad trains and poor service so as to artificially create a better case for themselves when they seek permission to discontinue trains."

It is time for the U.S. to start thinking of investing at least a billion dollars —probably in some form of Government subsidy—to provide decent rail passenger service. So said Richard J. Barber, deputy assistant secretary of transportation for policy development. He added that the subsidy might be in the form of a public-private transport corporation. In such case, he explained, the railroads would manage the train operation while the Government would set policy, provide the overall transportation plan, guarantee debts, and possibly extend special tax incentives.

Passengers who ride Norfolk & Western's *Blue Bird* between Decatur, Ill., and Chicago were promised shuttle bus service as a substitute if the railroad could take off the train. Citizens at the ICC trainoff hearing didn't go for the idea. Some charged the railroad with trying to kill off business by running the train late and not cleaning up the cars.

"I was surprised to read in a newspaper the other day that consideration is being given to the idea of transporting automobiles, with passengers seated in each auto, by rail between Washington, D.C., and Jacksonville, Fla., and

the Southern Railway is showing interest in this plan but the Seaboard Coast Line isn't," writes Edward H. Nichols, 1548 Lemon St., Clearwater, Fla. 33516. "In the early 1930's I won a subscription to *Railroad Magazine* by advancing the same idea in a contest you sponsored."

One of the few big railroads working to attract passengers is the Illinois Central, whose promotional efforts include newspaper and magazine ads, spot announcements on radio and TV, improved train schedules, and purchase of new equipment. Says W. T. Reed, manager of IC food and coach service: "People who ride trains do so for many reasons. They expect courtesy and efficiency. Providing these is not restricted to the cooks, waiters, porters, conductors, engineers, and collectors who have made Illinois Central's passenger trains famous for many years. All employees connected with the service also are involved, such as gatemen, gatewomen, ticket agents, and train crews."

Senator Lee Metcalf of Montana, has inserted in the *Congressional Record* 14 identical editorials that he said were produced by a "canned editorial factory" in Oregon. "The facts concerning public reaction to the elimination of passenger service are being misrepresented through the use of these canned editorials," Metcalf said.

It is no news that Penn Central has outdone itself in discouraging passengers. But now, according to Mary Heyduck in the *Journal Herald* of Dayton, Ohio, the big system has announced it will no longer handle baggage, carry corpses, or haul newspapers. Meanwhile, the New York State Public Service Commission has ruled out the railroad's plan to discontinue all baggage-car service, and has ordered PC to continue transporting newspapers in them while it looks into the matter.

AT&SF Budd RDC's DC191 and DC192 get washed at San Diego Union Depot in September, 1952. Cars of this type sometimes ran as the first section (non-stop between San Diego and Los Angeles) of the *San Diegan*; a loco-hauled train made up the second. Four photos by Jim Belden, 3250 Fairesta St., LaCrescenta, Calif. 91214

Making up the *San Diegan*, 11:05 a.m., September 14, 1968: U30CG-type loco 402 prepares to couple up. What is left of Santa Fe passenger service is still good.

Train-watching at Del Mar, Calif., last October 6th as train 76, the southbound *San Diegan*, led by 2,800-hp. General Electric U28CG-type No. 358, rounded a curve.

Placing rear lamps on the *San Diegan*.

THE MYSTERY OF MILEPOST 40 by Don Waters

AN AIR WHISTLE pierced the routine activity of a yard at night, its short imperative blasts quickening the pulse of every person within earshot. There was terror in its staccato din. Jack Barnes had just gotten up on the 876 to wash down her deck. His call was for ten o'clock that night on No. 63, a through freight; but his engineer had not yet appeared, for there was still an hour before they were due out.

A hostler had backed the engine under a spout to fill her dome. He was pointing a lean finger at a scurrying call boy and opened his mouth to ask, "What's up?" But before he could speak, the alarm shrieked wildly.

No need to ask what it meant. Everyone recognized the signal for the wrecking crew, those men who spend their time doing odd jobs around the shops when they are not out on the road. Hardly had the whistle died down when the roadmaster, a grizzled old veteran with heavy eyebrows, hurried up to the 876. He was plainly agitated.

"Jack," he called up to the fireman in his Irish brogue, "we've just got the news. No. 17 has turned over at milepost 40."

An icy hand clutched at the youth's heart. Seventeen was his father's train!

"Did anyone get hurt?"

As he spoke, the fireman shut off his sprinkler valve, slid through the gangway between engine and tank, and stood beside the shop foreman.

The official laid a hand on Jack's shoulder. "Now, take it easy, son; there's nothin' we can do." Sympathy deepened his voice. "I hate to break the news—Jim Barnes was a good friend of mine—but you might as well know it. *He is still under the engine!*"

As a look of pain crossed Jack's face, he added: "You go on out with the wrecker. I'll phone the dispatcher an' call office, an' have you relieved. We'll get another fireman for 63."

A half-hour later, the hastily-assembled wrecking crew was ready to go. Smoke was lipping the stack on the boiler of the "big hook" as a high-wheeled passenger engine backed up to the five-car train that comprised the wrecker. As the knuckles met and locked and the air-hoses were coupled, the conductor swung his lantern in a highball. Down through the yards they rolled, constantly gathering speed.

Jack sat alone in a shanty car. He gazed through the window with unseeing brown eyes, for a weight, bitter and heavy, had settled on him. His father, one of the division's oldest hoggers, had gone to glory like many another of the men who ride locomotive cabs.

For decades Jim Barnes, gruff but capable, had pulled throttles and horsed Johnson bars. Jack remembered tales his dad had told him of railroading in the early days. There had been no quick-opening fire-doors then, no mechanical stokers, no power-operated reverse on the motive power. It must have been a tough job firing a heavy drag at that time, Jack reflected.

The youth was roused from gloomy reverie by a voice calling his name and he turned around. Beside him stood the friendly roadmaster.

"A message came just before I left the office," said the official. "Our road foreman of engines was on Seventeen ridin' the head end when she left the rails. He unloaded in time, got away with only a few scratches. Maybe he could tell us what happened."

"So Edwards was aboard?" Jack retorted, his lips curling slightly.

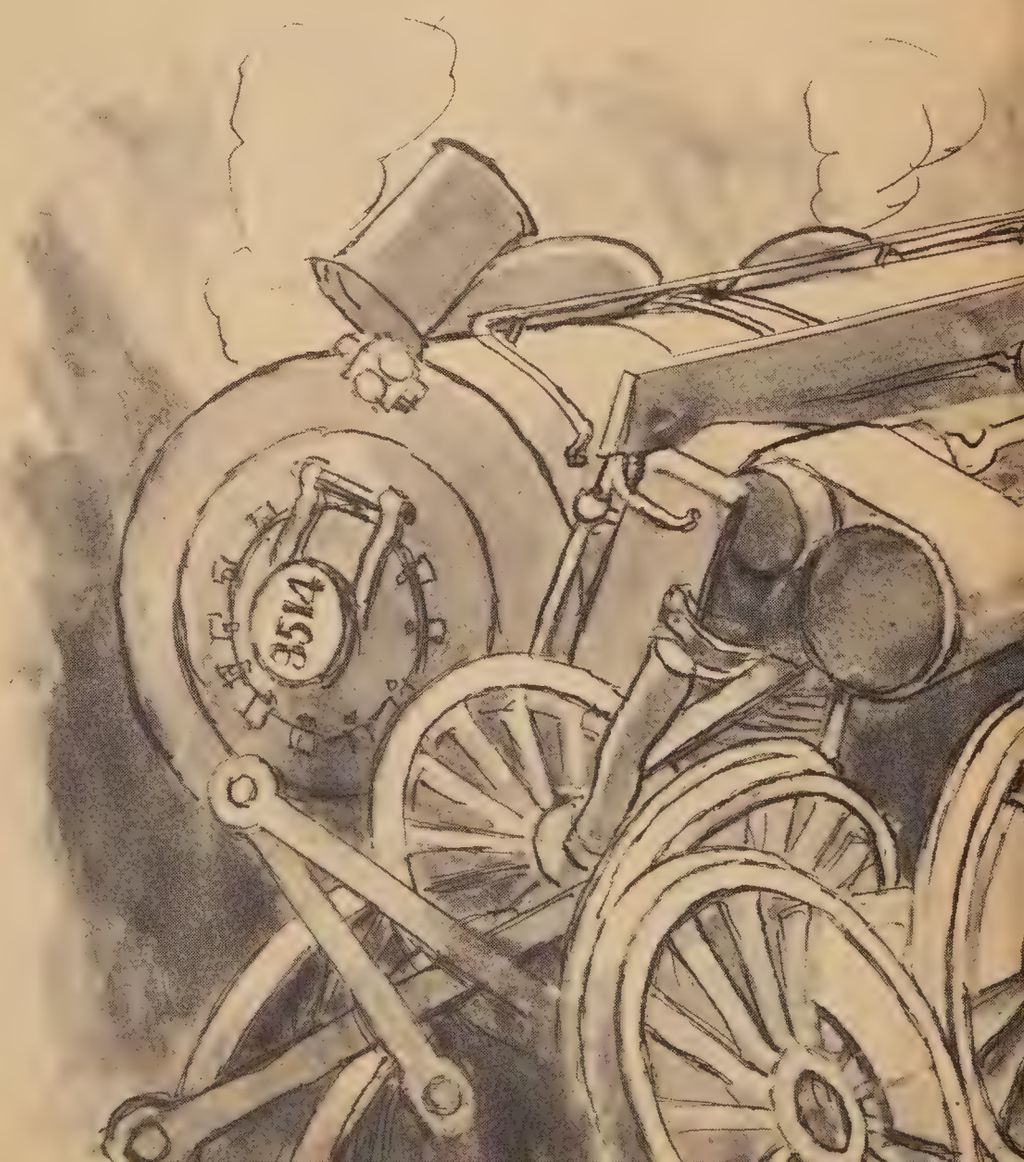
He had never liked the sleek, heavy-jowled road foreman, whom he regarded as domineering. You couldn't really argue with the road foreman; when Mr. Edwards made a statement he allowed no discussion. It was like Moses laying down the law.

Jack recalled bitterly that his father had tangled more than once with that guy. Dad hadn't liked the booster on the 3514, had claimed it was full of mechanical defects; but Mr. Edwards had smugly overruled his objections.

The roadmaster said: "Well, me lad, we're about there. I'm goin' up to the head end an' I'll see you when we stop."

Jack nodded and glanced out the window. He was in no mood for talk. A whistle post flashed by. The wheels rattled over a road crossing; lights of a town appeared. They were nearing Fairfield. Just a mile beyond lay the fateful milepost 40.

The locomotive exhaust quieted and airbrakes squealed. He got up, went to the platform, and looked ahead anxiously. A couple of flambeaux threw their wind-borne wavering light on an overturned coach and crumpled cars.



A headlight shaft coming toward them stabbed a hole in the night. Apparently that was a relief train sent out from the other end of the division. As it pulled up to a stop, its hard cold glare lit up the destruction like a stage under spotlights.

The train Jack was riding had barely ground to a halt when he leaped off and ran toward the scene where the 3514 lay on her side against a rocky wall. He scrutinized the wreckage. She must have hit hard. White lagging from her boiler was strewn like snow across the right-of-way. Her trucks were pitched twenty feet ahead. Her frames were broken. Her driving wheels had jack-knifed, the rear and middle drivers laying ahead of the front ones. Main and side rods were twisted grotesquely out of shape. Her tender rested on its side, with coal scattered around.

Yet Jack scarcely noticed the locomotive. The body of his father lay under that pile of twisted hell. The roadmaster came up.

"Jack," he said, "let's go see Edwards an' find out what happened. The wreckin' gang can handle this. They'll get your father an' the fireman out—God rest their souls! Perhaps it'll be better if you don't see them doin' it."

Dumbly Jack nodded. The roadmaster led the way to where a group of men stood around Mr. Edwards. As they approached, they heard the road foreman of engines speaking rapidly.

"He took the curve too fast. I warned him. He shut off, applied the air. I knew she was going to derail, so I unloaded."

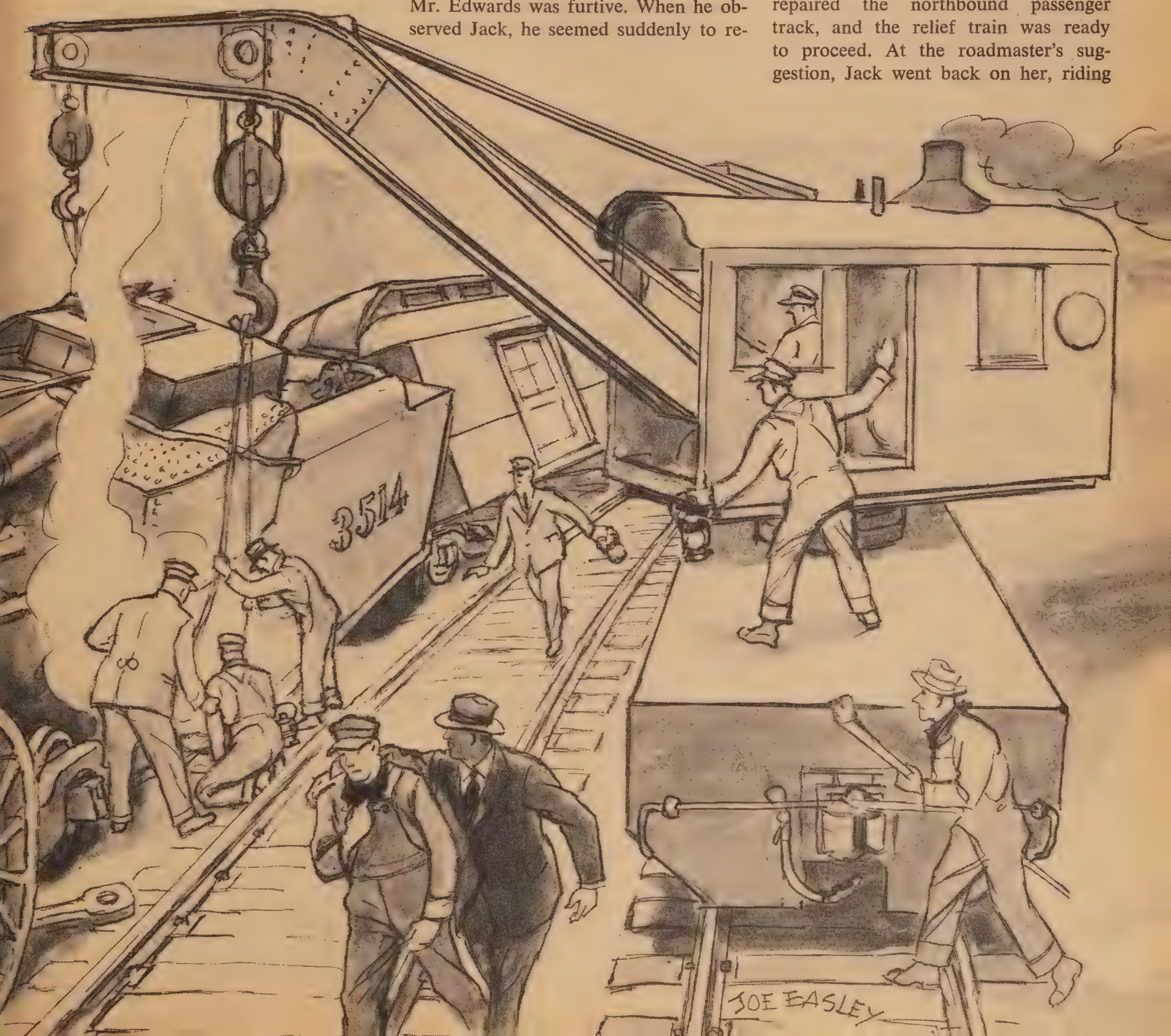
Slow anger welled up in Jack Barnes. He knew his father had been too experienced to handle an engine in careless fashion. He studied the brass collar. Mr. Edwards was furtive. When he observed Jack, he seemed suddenly to remember that his ankle had been sprained by hitting the ballast.

"Better get this ankle tended to at once," he mumbled, and hobbled over to the relief train.

SADLY Jack gazed at the smashed and overturned sleepers. He watched the limp figures of passengers being placed on stretchers and carried down the tracks a few hundred yards to where the ambulances stood.

The big hook hovered above the 3514 and the wrecking engine fluttered her exhaust. Slowly the back end of the overturned locomotive was raised. Jack could not bear to look as two figures were pulled out from under the cab. One had been his father. The body was gently placed in the baggage car of the relief train. Sick at heart, the fireman wished he had not come out here.

After an hour the extra force had repaired the northbound passenger track, and the relief train was ready to proceed. At the roadmaster's suggestion, Jack went back on her, riding



the engine with "Fatty" Bill Ward, engineer.

As they got under way, Fatty remarked, "I heard Edwards shoot off his mouth about the wreck." He shook his head. "It don't sound right. I've known Jim a long, long time. He'd never pull such a boner."

On the way in, that thought stuck in Jack's mind. There was more to this wreck than Old Man Edwards was telling, but how could the truth ever come out? His father and the fireman were gone. Mr. Edwards alone of the three men who had ridden the 3514 that night was left to tell the tale.

The road foreman showed up at the investigation, walking with a cane. He was the first man to testify. He said he had personally inspected the 3514 before she left on her run that night and found the airbrakes functioning properly and the engine as a whole in good mechanical condition.

"Unfortunately," he went on, "engineer Barnes took the curve too fast, with what tragic results we all know. Just before the derailment I had occasion to point out that he was running above scheduled speed. I told him. . ."

Later, the conductor testified, asserting that, in his opinion, prior to the wreck the train had been handled in its usual manner, with no cause for alarm. Next the flagman was heard from. He had watched the train on several curves, he said, but had not observed any dragging or defective equipment. Both the front brakeman and baggageman agreed that the string of varnish seemed to have been handled normally.

No one mentioned the booster that had jumped clear off the right-of-way, down the embankment into the river, nor was any effort made to fish it out. The final decision of the investigating board was that No. 17 had turned over because of excessive speed and faulty judgment on the engineman's part. They put the whole blame for the accident on Jim Barnes.

The wreck was cleaned up and the remains of the 3514 were hauled into the back shops. Damaged rails and crossties were replaced. Save for the place on the rocky bank at milepost 40 where the outjutting face of the cut was scarred and broken, little evidence remained of the tragedy.

JACK BARNES laid off for a week; then he marked up on the callboard again. During the next few months, while passing the place on his runs where his father's engine had turned over, he often gazed down meditatively at the green surface of the water below and wondered why the booster had not been recovered.

Several times he tried to talk with Mr. Edwards, asking for details of what had occurred at milepost 40, but each time the road foreman had refused to discuss it. All that Jack could get out of him was a baffling reply that the evidence had been presented at the investigation; the case was closed.

On a railroad with its ever-pressing action, where trains must run and men fight the miles with the minutes, even a catastrophe like the Fairfield wreck soon becomes but a memory. Jack Barnes took an examination for promotion, passed the tests, and became an engineer. The runs were redistributed; there was a shifting of jobs. The men with the most "age" took the preferred assignments.

A year after the wreck, Jack was marked up on 47, an extra freight, his maiden run on the right-hand side. It was an "apple pie" trip. Just a dozen cars separated the engine from the caboose. The 3514 had been stripped and overhauled in the big shops. This was her first run in a year.

Jack smiled grimly when the callboy notified him to go out to her. The caller wondered at the odd expression on the engineer's face as he signed the book.

Now Jack sat on the right-hand side, hunched over, his left hand lightly resting on the throttle grip. The 3514 ran smoothly, her great drivers pulling the cars behind her in seemingly effortless surging power. Block signals appeared in front, slipped past the headlight's shaft, and disappeared into the gloom astern. To the shuffle of the exhaust and the *rat-a-tat* of rail joints, the grouped cluster of lights of the little towns spaced along the right-of-way appeared to march up, hesitate a brief moment alongside; then drop backward into fading pinpoints of light.

They rounded a curve into a straight stretch. On the southbound passenger track alongside, a mile or so in front, the markers of a train came into view.

"That must be No. 17," Jack reflected, "but why is she stopped?"

He shut off and applied the air, intending to take on water at a water tower. Gradually his train halted with its tank lid spotted under the spout. Beside him lay the long string of coaches, the steel baggage and express, sleeper and day cars of No. 17. The locomotive was a half-dozen cars away from where the 3514 stopped.

THE FIREMAN clambered up over the coal, pulled the spout down. As Jack Barnes started through the gangway, his wind-blown torch in hand, he peered ahead. Down the tracks toward him he saw someone running with a bobbing lantern.

The brakeman on No. 17 came up, out of breath, and said abruptly: "Engineer Whitney on our train and his fireman are badly burned!"

"What happened?" Jack inquired.

The brakeman said: "A flue was leaking bad, spoiling the fire. They had the fire-door open. Both were looking in when she let loose. The steam and hot coals flew out and—well, you can guess the rest. We've got 'em both back in the baggage car. Old Man Edwards is on board. He's sure in a ugly humor. Seems like something happens every time that bastard is around."

Holding up his torch, Jack saw the road foreman of engines himself approaching and heard him bark to the conductor: "Get your train on to the siding ahead and uncouple your engine. Take the crossover and come back on track One. The 3530 is almost dead. Couple on to her and set her in front of your train on the siding."

Turning to Jack, he commanded: "You haul No. 17 with the 3514. I've already telegraphed for the relief engine to take your train. It will be a couple of hours getting here. Now, move fast; 17's an hour late already!"

The skipper looked long and unfavorably at the brass collar before speaking. Then he said: "Say, you don't look like the fellow who hired me. If and when I get orders from the dispatcher I'll move into a siding. Till my present orders are annulled, I'm going by them."

The heavy-jowled official flushed and sputtered. Then he turned and hurried up the tracks toward the telegraph office.

As Mr. Edwards left, the conductor growled: "That son of a bitch will probably get the orders all right, but until he places 'em in my hand I'm not going in the hole to wait for another engine."

In a few minutes Mr. Edwards stamped back waving a flimsy. The conductor read it by lantern light and relayed it to the engineer.

"All right, let's get in the hole."

Jack nodded. He called up to his fireman at the back of the tender, "How is she?"

"Full," came the reply.

Jack climbed back into the cab, his

face tense as he opened the throttle. The 3514 moved her load ahead toward Fairfield, barely a quarter-mile away. Inside a half-hour they had set their train off the main stem with the dead engine. The 3514 was coupled to No. 17. At last, two hours behind schedule, she got under way again.

THE WEATHER had turned cold. Wind from the northeast changed rain to hard-driving sleet.

As the 3514 shoved the steel behind her, Jack Barnes gazed across the dimly-lighted cab at the third man who sat on the front end of the fireman's seatbox. A look of grim satisfaction crossed his face each time he saw the road foreman. Mr. Edwards was plainly worried. He sat chewing an unlighted cigar. Every few minutes he would rise, study the steam and air gages on the boiler top, and then glance from the speed indicator to the window.

A whistle post flashed past. Jack reached up. *Whooo! whooo! whoo-hoo!* Mournful and lonesome, a crossing blow reverberated on the night. A half-smile wrinkled the corners of his eyes.

He recalled Fatty White's remark when they had met just a few days after his father's funeral: "Old Man Edwards has got a streak of yellow as wide as the right-of-way. No regular guy would say what he did at the investigation about a man who couldn't speak for himself."

Jack eyed Mr. Edwards again. "A streak of yellow as wide as the right-of-way," he repeated to himself. He'd have to push the brass collar hard before he cracked.

The speedometer stood at 70. No. 3514 on a slight down grade was picking up speed. The speedometer crawled up to 75 miles. Again Jack studied the road foreman, who arose from where he was sitting and started to cross the deck, but evidently changed his mind and sat down. A block signal bridge appeared ahead.

"She's green over yellow, Jack," the fireman called across the cab.

The engineer repeated, "Green over yellow." Then, reaching out, he flipped a handle and jumped the inductor beside the track below. His left hand shifted down from the throttle grip, grasped the brake-valve handle and moved it toward him.

A little hiss of air from out of the tell-tale hole answered that movement. The train-line hand on the air gage sagged back twelve pounds. Brakeshoes clamped against the spinning wheel treads of coach and sleeper all along the train. The long string of cars behind slowed down. The speed-register gage dropped from 70 to 65, fell to 60, then to 55 miles per hour. Fairfield curve lay ahead, and just beyond it the fatal milepost 40, on a curve.

Old Man Edwards could no longer contain himself. He shot a swift look at the speed register, left the fireman's seat, and yelled at Jack: "You're running too fast, Barnes. Slow down!"

He grabbed at the brake valve in a frantic lunge. Jack pushed away his hand saying: "Keep off that! I'm running this engine."

STANDING in the middle of the cab, his mouth gaping open like a fish, the road foreman stared at the speed register. It showed over 50 miles an hour. He glanced out the cab windows. Forty feet below was a sheer drop down to the river. On the left hand side the headlight glare danced on the sleet-covered rocky wall of the cut. Just ahead, a half-mile away, stood milepost 40.

Across from him sat Jack Barnes, left hand on the throttle. As Mr. Edwards gazed with wide unbelieving eyes at the hogger, he fancied he saw the throttle hand tightened on the grip and the latch begin to open.

"Don't! Don't you dare! You'll turn us over on the curve!"

Jack looked at the speaker and shifted on the seat to face him.

"Oh, no," he said. "She'll not ditch at this speed. We're doing only—"

Pointing a trembling finger at the speed register, Mr. Edwards yelled: "Fifty-five miles an hour! She'll never round the curve on that!"

Jack answered coldly: "Oh, I think so. You see, I've an idea that—"

But again the young engineer was stopped in mid-sentence.

"Your father was going too fast the night when—"

"That wasn't what wrecked Seventeen a year ago, and you know it, Mr. Edwards," Jack said. "Now we're really gonna travel. And, brother, you won't unload this time when the going gets tough."

He made a motion as though to open the throttle.

Mr. Edwards yelled, his voice cracking with fear: "Are you crazy? Don't open her up! I'll tell you what happened that night."

"Well, what was it?"

The road foreman hesitated and glanced out the gangway. The green surface of the river below reflected the headlight's glare. He looked at the rocky, sleet-covered wall of the cut close alongside, and made a move toward the gangway, but stopped.

"Out with it!" Jack said harshly.

The gray eyes of Mr. Edwards again shifted to the speed register. His overbearing manner was gone now. He had been on one engine at this same place just before she left the rails and had barely escaped then. The chances were against his escaping a second time.

In a shaking voice the words came out: "The booster cut in that night she jumped the rails."

Jack eyed his fireman, who was sitting rigid, both hands grasping the edge of his seatbox. "You heard that, Tom?"

Tom nodded. "Yeah," he replied.

Jack looked ahead. A grin of relief covered his face. The 3514 hit the pitch of the curve; as smoothly as flowing water she swept around. Without a jerk she flipped the long train behind her, bent it around the reverse curve. Her big drivers pulled her on to the straightaway.

The heavy-jowled Mr. Edwards got off at the first stop. As he squeezed through the gangway, he fired a parting shot. "I'll see that you are up on the carpet in the morning for this. I'll have the speed-register tape to prove you disobeyed the slow orders."

Jack fixed him with a cold stare. "I don't think you'll open your mouth, Mr. Edwards. I might have something to say myself."

When No. 17 again got under way, the fireman crossed the cab, saying:

"You threw the fear of God into that rawhider and you had me between a sweat and a stew. Just as the front truck took the curve, I was sure she started to lift."

The runner inclined his head toward the speed register.

"Tom," he said, "there never was a minute when you or anyone else on this train was in danger. It so happens that I stacked the cards against Edwards. While we were switching our engine, I had an idea. I was sure he'd ride the cab with us and I'd been waiting a year for a chance to make him talk. So when you were down helping to couple up, I worked on the speed register."

Tom waited for the payoff and smiled as the engineer added: "She's showing fifteen or twenty miles more than she should since I gave her that twist. Well, I guess that ends the mystery of milepost 40." ●

STEVE MAGUIRE'S

TRANSIT TOPICS

Construction of subway lines in and around Washington, D.C., supposed to have begun already, has been delayed (see item at right). Meanwhile, a full-size mock-up of a car has been exhibited on the Mall. It fatures both transverse and lateral seats, carpeted floors, large windows, and air-conditioning; 75 feet, 10 inches long, with 82 seats. System is expected to be operating by 1980. New York's first subway, opened in 1904, took only 3½ years to build, nearly seventy years ago.
Aluminum Company of America

SUBWAY construction for Washington, D.C., scheduled to begin last October, is being delayed at least until midwinter. Congress refused to grant the necessary funds until a substantial start is made on a controversial freeway program for the District, according to *Passenger Transport*, weekly trade paper of the transit industry.

Steve Maguire

For years freeway advocates in Congress have tried to get District officials to agree on where the new roads should slice through the city. D.C. officials face opposition from community groups. Some Negro leaders label the freeways "White men's highways through black men's bedrooms."

When the question came up early last summer of including matching funds for subway construction in the D.C. budget, Rep. William H. Natcher (D., Ky.), chairman of the Appropriations subcommittee on the District, said there would be no subway without freeways.

Under authority already passed by Congress, the Federal Government will put up two-thirds the money for subway construction within the District. The matching one-third will come from city funds which Natcher controls.

The Washington Metropolitan Area Transit Authority (WMATA), which will build the system, asked Congress for $80 million to buy land and begin digging. Of that, $52.6 million, or two-thirds, would have been Federal money and the balance, $36.4 million, would have come from the District.

Both the House and Senate voted $43.8 million, a 20 percent cutback, but this cannot be spent until the District's $21.9 million one-third share is voted. WMATA officials hope that enough progress will be made soon on freeway planning to convince Natcher to vote the subway funds.

CAR 919, formerly of New Orleans Public Service, was given a ride the other day but not on rails, reports

To save time, send *Transit Topics* mail directory to Stephen D. Maguire, P.O. Box 51, Belmar, N.J. 07719.

Telephone Co. communication tower is framed by part of Angels Flight cable railway in this 1965 view. The little line is to be rebuilt upon completion of urban-renewal project in its part of Los Angeles. It is temporarily being dismantled.
Los Angeles Herald Examiner

Who knows the date of this accident? A Shelby St. car in Indianapolis jumped the track at Pleasant Run Bridge, south side of city, with this result. We'd like to get the details.
Bass photo, collection of John G. Williams, Jr., 6130 N. Carvel, Indianapolis, Ind. 46220

Steele Graver, 13658 Peyton Dr., Dallas, Tex. 75240. Acquired by the Southwest Railroad Historical Society, it had been kept temporarily behind Union Terminal loco No. 7. With the aid of a 50-ton crane supplied by a local industrial mover, the car was lifted from the rails, over a fence, onto a truck. Then it was hauled a short distance down Washington Avenue and set down on a new location, at the east end of the station on a 70-foot section of track, near a city fireplug. The setup is now called the Depot, Fireplug & Eastern. Incidentally, No. 919 was built by Perley A. Thomas Co. at High Point, N.C., and was used on the famous Canal Street line of New Orleans. (See photographs on page 17.)

HIGHEST bid for purchase of Montreal's *Expo Express* system, which runs seasonally to the *Man and His World* exposition in that city, was submitted by the City of Lovel (just north of Montreal), reports Gerry Burridge, 65 Cremazie W., Quebec 6, P.Q., Canada. The little city bid $1,800,000 for the system, which it wanted for a projected 15-mile rapid transit line in its area. The City of Edmonton, Alta., and a Chicago group also offered bids. But Montreal found the *Expo Express* still so popular that the city decided to keep it. Meanwhile, the trains are in winter storage.

ANGELS FLIGHT, the tiny incline railway that had been running in Los Angeles at 3rd and Hill streets since 1901, is being dismantled, we learn from David M. Sacks, 1040 N. Orange St., Orange, Calif, 92667. But the L.A. Community Redevelopment Agency, which is taking the railway down, plans to store it, refurbish it, and then put it back on Bunker Hill to serve the many new residents and workers who will be in the area after the vast $500 million urban renewal project there is completed. The railway had to come down temporarily because grading work will trim at least 35 feet off the hilltop for a new street pattern there. This project is expected to take from 1½ to two years. With the disassembling of the rail line, the local agency is planning to spend $90,000 in restoration work and to resume rail operation. Part of this money will come from a historical preservation grant of the U.S. Housing & Urban Development Agency.

The line has carried an estimated 100 million people up and down the steep 300-foot incline. Until 1953 a 50-ride booklet cost 50 cents; then it rose to $1, with a five-cent fare per individual round trip.

THE TRAINSHED at the Indianapolis traction terminal in Indianapolis may still be saved, we learn from Vane A. Jones, publisher of *Traction & Models* monthly magazine, and William F. Nedden, a student at Purdue University, West Lafayette, Ind. Money to pay for dismantling the shed and removing it to the site of the Indiana Museum of Transportation & Communications at Noblesville, Ind., has been donated by Mrs. Eli Lilly of Indianapolis.

The IMOTAC group, to which Vane belongs, is building an operating traction line on its property at Forest Park in Noblesville, located on highway 191 near Indianapolis. Six pieces of interurban equipment are stored there. When the great trainshed is set up, it will be an historic attraction and provide shelter for equipment now stored in the open at the museum.

LACKING an estimated $144 million, the $1.2 billion Bay Area Rapid Transit system linking Alameda, Contra Costa, and San Francisco counties is threatened with becoming an unfinished relic in steel and cement.

For most of the seven months of the California legislative session now ended, there was a running battle over how to raise the needed millions. BART almost made it with a plan for increased Bay Bridge tolls—but when a poll of both houses indicated that it would probably carry, Governor Ronald Reagan threatened to veto any toll-boosting bill.

Stephen D. Maguire
Central California Traction Co. freight motor No. 7, seen here at Sacramento on May 19, 1940, was Washington, Baltimore & Annapolis No. 1, built by Brill in 1929, sold to CCT in 1937. It had third-rail shoes, trolley pole, pantograph.

Rainy day at Shibuya, southwest Tokyo, about two years ago. Car 6194 headed for Shimbashi on one of nine lines which were discontinued in December, 1967.
Hideo Noji, 332½ S. Boyle Ave., Los Angeles, Calif. 90033

"There is no reason for the Legislature to try to work out something," said state senator George Miller Jr., a Democrat, the toll bill's chief proponent, "so long as the Governor insists that it be done his way or no way."

Where does this exercise in political futility leave BART? B. R. Stokes, the rapid transit district's general manager, gloomily predicted that the BART board would have no alternative but to stop letting new construction contracts until the Legislature found some method of supplying the funds needed to finish the system. Meanwhile, BART is facing added inflationary costs of $1 million a month for each 30-day delay. For this news we thank Ralph Kerchum, 4350 Bridgeview Dr., Oakland, Calif., and the *San Francisco Examiner.*

A MAJOR new operating plan for the Loop elevated has been drafted by Chicago Transit Authority in preparation for a start very soon of new rapid rail service in the median strip of Dan Ryan expressway. The Ryan rapid transit trains, tied in operationally with the Lake Street route, will use the Loop el tracks for downtown distribution. This decision followed a survey by the Chicago Area Transportation Study showing 140,000 trips by all modes of mass transportation on a weekday between the Lake Street route and the South side "travel corridor." CTA believes that the idea of a continuous ride on the combined Lake Street-Ryan rapid transit route would attract many more riders from these travel corridors.

Under the new plans, once the Ryan trains are in service, trains will be running in both directions on the el structure. In addition, a non-rush shuttle service will maintain two-directional travel around the Loop. This will be the first time since 1914 for two-directional operation of trains on the Loop structure. At present, all Loop el trains move only counter-clockwise.

Aside from that, CTA recently issued a 66-page report on its two-year demonstration of Skokie Swift showing the effectiveness of linking a fast-growing, medium-density, suburban area with the central city by rail rapid transit coordinated with buses and private autos. This high-speed, two-station, commuter shuttle began as a locally-sponsored test of mass transportation, aided by the Federal departments of Transportation and Housing & Urban Development. The project rehabilitated five miles of abandoned North Shore Line interurban trackage extending to Skokie, Ill., from the Chicago city limits and operated rail cars over it.

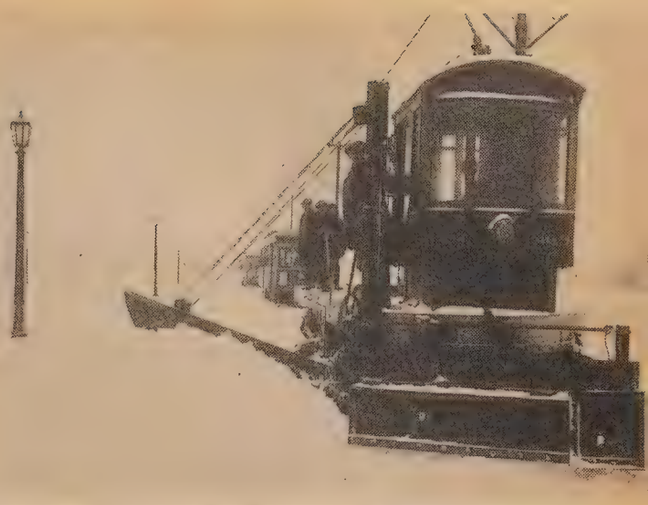
Skokie Swift lasted as a project from April 20, 1964, to April 19, 1966; then it continued operating under CTA.

GAILY, GAILY, is the present title of a movie now being made by United Artists and due to be released by Mirisch Productions later this year. Especially interesting are the scenes of Chicago in the 1910 era. For this, Universal City studios built a set that included a replica of the Chicago elevated line with two el cars. Actually, it was only one city block long but its cost alone was $125,000. In the same block-long scene, the studios also produced seven streetcars, including 3 open cars, one horsecar, a cable car, a

Photo by Gary G. Allen, 215½ E. Palmer Ave., Glendale, Calif. 91205

Looks like Dearborn St., Chicago, about 1910, doesn't it? But it's a movie set for the Mirisch Production, *Gaily, Gaily*, photographed at Universal Studios, Universal City, Calif. Every detail of the period is faithfully represented; narrow- and standard-gage tracks, wires, full-size buildings, lattice-work elevated structure, open cars of the correct type for the era, horse-drawn water wagon, even the electric automobile at right, which really dates from the period. Astounding accuracy, for a movie.

Special Long Island Rail Road excursion train operated for Electric Railroaders' Association pauses under BMT Myrtle Ave. Elevated at Fresh Pond, Queens, N.Y. City, April 21, 1968. Railfans crowd platform of observation car *Setauket*. Photo by John Napoli, 9512 4th Ave., Brooklyn, N.Y. 11209



Work car W-9 clearing snow off trolley tracks along Jane St., Toronto, January 2, 1925. (From *TTC '28*, published by Upper Canada Ry. Soc.) Collection of John F. Bromley, 32 North Dr., Scarborough, Ont., Canada

closed single-truck trolley, and a gas-propelled passenger motor car from the Tuscon, Cornelia & Gila Bend Railroad made up as an interurban car.

All the cars carried trolley poles, with cable wire strung to imitate overhead wires. However, except for the TC&GB gas car, the equipment was propelled by Corvair auto engines with chain drives to the car trucks, reports Gary Allen, 215½ E. Palmer Ave., Glendale, Calif. 91205. The trolley replicas are pleasantly authentic in Chicago Union Traction lettering, but modern carbon slides are used on the poles, rather than the trolley wheels of the era they represented. The movie also included some steam railroad scenes.

LARGEST budget ever authorized by the Metropolitan Transportation Authority of New York, $250,050,000, has been adopted for the fiscal year beginning July 1st to launch a massive $1.3 billion subway improvement and expansion program. A state transportation bond issue will finance about half the total program; city and Federal funds will cover the rest.

The Authority's capital budget includes $100 million, to be provided by the city, to continue capital improvements of the existing rapid-transit and surface-transit systems. Some funds from Triborough Bridge and Tunnel Authority will help meet TA's operating deficits. The $100 million will cover such projects as buying 400 new air-conditioned subway cars and 203 new buses and modernization of subway power-distribution facilities.

TA's capital budget also includes $94,230,000 for subway extensions. These projects are a four-track tunnel under the East River between Queens and Manhattan, a super-express subway track between Forest Hills and Long Island City, start of building subway extensions along the Long Island Expressway, sections of the proposed Second Ave. subway in Manhattan and the Bronx, and a subway line along Utica Ave in Brooklyn. Plans for a Utica Ave. subway were made years ago, but never executed.

New Electric Publications

Oakdale-McDonald Street Railway, by Reynolds S. Galbraith, is a 6-page 8½x11", stapled story of an almost-forgotten separate line of West Penn Railways. This 3-mile trolley route ran 16 years, beginning in 1911, and never had more than 3 (single-trucked) cars on its property. Eventually it became an isolated line in the West Penn system. Its most interesting feature was a so-called turntable located midway on its route, consisting of a portable track-section just long enough for a car to mount, set beside the track. Before a car could be turned around to achieve a more even tread on its wheels, the track-section was put in place over the regular rails, resting on a ball-joint embedded at the track center. Then the car was reversed by the track-section. The booklet may be had from R. S. Galbraith, 1901 Hampstead Dr., Pittsburgh, Pa. $1.50.

Cable Cars of San Francisco, a 16-page brochure, 8½x5", containing several photos and drawings, is intended mainly for tourists and in anticipation of the first 100 years of the city's cable cars. Price, 50¢ from A. R. Alaways, 200 First St., San Francisco, Calif. 94105. Lots of 100, 30¢ ea.

Sets of color slides showing several trolley systems in Australia over the past 10 years can be had from Australian Electric Traction Assn., 49 Grassmere Rd., Cremorne, N.S.W., Australia. Detailed lists of lines and prices are available.

Photo of m-u train on N.Y. State Rys., Rome-Little Falls line, 3x26", may be had for $1 (not $11, as Dec. issue stated) from Wm. R. Gordon, 811 Garson Ave., Rochester, N.Y.

A complete alltime list of trackless trolley operations in the U.S. and Canada, covering 77 company names and the dates of opening service and abandonments, compiled by Harry R. Porter, 1042 Bardstown Rd., Louisville, Ky. 40204, is sold by him for 25¢ postpaid. ●

Washington, Baltimore & Annapolis articulated interurban train pauses at a way station many years go. (See item 10, on pages 32-33, for brief history of the WB&A, now a freight-only line.
Stephen D. Maguire

Stephen D. Maguire

One of the new rapid-transit cars for high-speed service from Collingswood, N.J., to Camden and Philadelphia.

1969 Trolley Lines and Interurbans

EACH year, until recently, we listed all operating public trolley lines left in U.S. and Canada, but when abandonments reduced the total to only a few lines we discontinued doing so. Now, to answer readers' requests, we are printing a 1969 list showing where trolley and interurban lines can be found today in public service.

Interurbans are practically gone; only the 90-mile Chicago South Shore & South Bend comes anywhere near the high-speed companies of the past. In Pennsylvania, the Philadelphia Suburban Transportation Co. still operates a third rail, high-speed line out of 69th Street terminal for the 19 miles to Norristown. But though its equipment, including the two former North Shore line *Electroliners*, renamed *Libertyliners*, resembles interurban rolling stock, the service is a more modern type of electric railway. A few trolley freight companies still run, each with a single line, designated (F). San Francisco's cable-car system is included, marked (C).

Canada has only one passenger-carrying trolley network, the Toronto Transportation Commission, which still operates a dozen routes in that Ontario city, while Cornwall, Ont., and Vancouver, B.C., each have a freight line, the last remnants of former passenger trolley systems. In Mexico, trolleys are important in Mexico City's mass transportation. Also, Tampico has a 7-mile line to the beach, and Veracruz boasts a half-dozen routes using equipment that dates back nearly half a century.

Here is a list of trolley and interurban lines, naming the separate routes where more than a single line exists.

British Columbia

B.C. Hydro & Power Authority Ry., Vancouver (F).

California

Municipal Railway of San Francisco: Routes J-Church, M-Ocean View, L-Taraval, N-Judah, K-Ingleside, Powell-Mason (C), Powell-Hyde (C), Calif. St. (C).

Illinois

Chicago South Shore & South Bend Railroad.

Iowa

Mason City—Charles City: Iowa Terminal RR. (F).

Kansas

Hutchinson & Northern Railway (F).

Louisiana

New Orleans Public Service Co.

Massachusetts

Boston and suburbs: Mass. Bay Transpn. Authority: Huntington Ave., Beacon St., Lake-Commonwealth, Mattapan-Ashmont, Riverside, Watertown.

New Jersey

Newark: Public Service Co-ordinated Transport: City Subway.

Ohio

Cleveland—Shaker Heights: Shaker Heights Rapid Transit: Shaker Div., Van Aken Div.

Ontario

Cornwall Street Railroad, Light & Power Co. (F).
Toronto Transpn. Commission: Bathhurst, Dundas (to City Hall and to Broadview), Carlton, Earlescourt, King, Kingston Rd., Long Branch, Queen, St. Clair.

Pennsylvania

Philadelphia Suburban Transpn. Co.: Media Div., Sharon Hill Divn., Norristown interurban.
Philadelphia: Southeastern Pennsylvania Transpn. Authority (formerly Phila. Transpn. Co.): Allegheny, Baltimore Ave., Chester Ave., Darby-Yeadon shuttle, Elmwood, Erie-Torresdale, Germantown Ave., Girard Ave., Lancaster Ave., Lawndale, Olney, Wayne, Willow Grove, Woodland Ave.
Pittsburgh: Port Authority of Allegheny County: Beltzhoover, Carrick, Dormont, Drake, Knoxville, Library.

Texas

El Paso City Lines.
Fort Worth: Leonards' Dept. Store: parking lot to store subway.
San Antonio: Texas Transpn. Co. (F).

Washington

Yakima: Yakima Valley Transpn. Co. (F).

Wisconsin

City of East Troy (F).
Wisconsin Electric Power Co., Lakeside & Port Washington (F).

Monon (former Chicago, Indianapolis & Louisville) RR. diesel shops, Lafayette, Ind.

MONON RAILROAD

Locomotive Roster Compiled by Sy Reich

Road Numbers	HP	Builder	Builder's Model	Wheel Arngt.	Tractive Effort	Weight	Date	Notes
5-6	600	GM-EMD	SW1	B-B	30,000	198,000	1949	1
11-13	1000	GM-EMD	NW2	B-B	32,000	248,000	1942	
14-17	1000	GM-EMD	NW2	B-B	32,000	248,000	1947	
18	1000	FM	ALT 100.6A	B-B	34,600	243,600	1946	2
21	1500	Alco-GE	RS-2	B-B	34,000	229,000	1947	3
22-23	1500	Alco-GE	RS-2	B-B	34,000	229,000	1947	3
24	1500	Alco-GE	RS-2	B-B	34,000	229,000	1947	3
25-27	1500	Alco-GE	RS-2	B-B	34,000	229,000	1947	3
28	1500	Alco-GE	RS-2	B-B	34,000	229,000	1947	3
29	1500	Alco-GE	RS-2	B-B	34,000	229,000	1947	3
30-35	1500	GM-EMD	BL2	B-B	32,500	230,000	1948	4
36-38	1500	GM-EMD	BL2	B-B	32,500	230,000	1949	4
45-46	1500	FM	ALT 200.2A	B-B	42,800	242,000	1947	5
51	1600	Alco-GE	RS-2	B-B	47,000	238,000	1947	3
52-53	1600	Alco-GE	RS-2	B-B	47,000	238,000	1947	3
54	1600	Alco-GE	RS-2	B-B	47,000	238,000	1947	3
55-57	1600	Alco-GE	RS-2	B-B	47,000	238,000	1947	3
58	1600	Alco-GE	RS-2	B-B	47,000	238,000	1947	3
59	1600	Alco-GE	RS-2	B-B	47,000	238,000	1947	3
51A	1500	GM-EMD	F3A	B-B	32,500	230,000	1946	6
51B	1500	GM-EMD	F3A	B-B	32,500	230,000	1947	6
61A, B-63A, B, 64A (1st)	1500	GM-EMD	F3A	B-B	32,500	230,000	1946-7	6
64B, 65A, B	1500	GM-EMD	F3A	B-B	32,500	230,000	1946	6
61C-64C (1st)	1500	GM-EMD	F3B	B-B	32,500	222,910	1946-7	6
65C	1500	GM-EMD	F3B	B-B	32,500	222,910	1945	6
62B, 64A (2nd)	1500	GM-EMD	F3A	B-B	32,500	230,000	1948	6
64C (2nd)	1500	GM-EMD	F3B	B-B	32,500	222,910	1947	6
81A, B-84A, B	1500	GM-EMD	F3A	B-B	32,500	230,000	1947	6
85A, B	1500	GM-EMD	F3A	B-B	32,500	230,000	1946	6
101	1500	GM-EMD	F3A	B-B	32,500	230,000	1946	6, 7
102	1500	GM-EMD	F3A	B-B	32,500	230,000	1947	6, 7
103-105, 107-108	1500	GM-EMD	F3A	B-B	32,500	230,000	1946-7	6, 7
106, 109	1500	GM-EMD	F3A	B-B	32,500	230,000	1948	6, 7
110-112	1500	GM-EMD	F3A	B-B	32,500	230,000	1946	6, 7
201-208	1500	GM-EMD	F3A	B-B	32,500	230,000	1947	6, 8
209-210	1500	GM-EMD	F3A	B-B	32,500	230,000	1946	6, 8
301-303	1500	GM-EMD	F3B	B-B	32,500	222,910	1946-7	6, 9
304	1500	GM-EMD	F3B	B-B	32,500	222,910	1947	6, 9
305	1500	GM-EMD	F3B	B-B	32,500	222,910	1945	6, 9
401-409	2750	Alco Pr.	DL628	C-C	80,000	396,000	1964	10
501-502	2000	Alco Pr.	DL721A	B-B	78,000	272,000	1966	
503-506	2000	Alco Pr.	DL721A	B-B	78,000	272,000	1966	
507-518	2000	Alco Pr.	DL721A	B-B	78,000	272,000	1967	

Notes on Monon Roster

Roster is based on data from official of Monon, Lehigh Valley, Alco Products, and Whistler Equipment Co. and is accurate as of June 27, 1968. Locomotive builders: GM-EMD, General Motors-Electro Motive Div.; FM, Fairbanks-Morse; Alco-GE, American Locomotive Co.-General Electric Co.; Alco Pr., Alco Products.

(1) 5 sold to Industrial Maintenance Service (4/24/64); 6 sold to Geo. R. Silcott (10/63), then to Union Tank Car Co., and not renumbered.

(2) 18 sold to Ind. Main. Serv. (10/28/64), then to Davison Chemical Div. of W.R. Grace.

(3) 21-29 upgraded to 1600 hp. 2/65-4/66, renumbered 51-59.

(4) 31 sold to Ind. Main. Serv. (11/14/66); 33-34, 38 traded to Alco Pr. (4/66); then sold to Precision Engineering; 38 then sold to Geo. R. Silcott, then to Whistler Equipment, scrapped for parts. Nos. 33 and 34 have been scrapped.

(5) 45-46 rebuilt by Monon with GM-EMD engines 1/60; 45 scrapped.

(6) 51A, B renumbered 101-102; Nos. 61A, B-65A, B renumbered 103-112; Nos. 81A, B-85A, B renumbered 201-210; Nos. 61C-65C (2nd) renumbered 301-305; No. 62B (1st), 64A, C (1st) were scrapped, replaced by 62B (2nd) and 64A, C (2nd). These "seconds" were renumbered to 3-digit numbers. 85A, B, 65C were originally GM-EMD demonstrators 754A1, 754A2, 754B1.

(7) 101 sold to Ind. Main. Serv. 102, 104-107, 110-112 sold to Brazos Engineering and scrapped. 103, 109 were traded to Alco Pr., then sold to Precision Engineering. 108 sold to J. Siebenhaar.

(8) 201-202, 205-206 sold to Brazos Engineering. They were scrapped 208, 210 were traded to Alco Pr., then sold to Precision Engineering and scrapped.

(9) 301-304 sold to Brazos Eng., scrapped. 305 traded to Alco Pr., then sold to Prec. Eng., and has since been scrapped.

(10) 401-409 traded to Alco Pr. for 501-518; now leased by Alco Pr. to LV, renumbered 633-641. LV claims they were originally Nos. 400-408.

One of the General Motors BL-2 semi-streamlined diesels, built in 1948. They were intended for branch lines.

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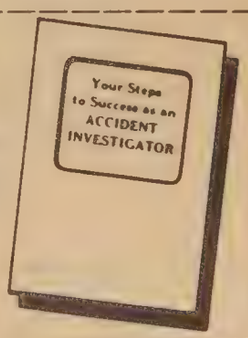

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ALVIN STAUFER RT. 4R MEDINA, OHIO 44256

Illinois Terminal No. 725, a General Motors 800-hp. SW-8, was built in 1950 as demonstrator No. 800. It is shown here in 1953 under its second number, and is now carried on the roster as No. 801.

SHORTLINES OF MISSOURI

Locomotive Roster Compiled by Sy Reich

Railroad Class	Road Numbers	HP	Builder	Builder's Model	Wheel Argnt.	Tractive Effort	Weight	Date	Notes
Alton & Southern Railroad									
—	28-42 (1st)	1500	Alco-GE	RS-2	B-B	75,500	251,640	1947-8	1
—	33 (2nd)	1500	Alco-GE	RS-2	B-B	62,300	250,000	1949	5
—	43	1600	Alco-GE	RS-3	B-B	78,000	247,900	1950	
—	44	1600	Alco-GE	RS-3	B-B	78,000	248,830	1953	
—	46-49	1500	Alco-GE	RS-2	B-B	?	?	1948	1, 2
—	50	1500	Alco-GE	RS-2	B-B	?	?	1948	1, 3
—	51-54	1500	Alco-GE	RS-2	B-B	?	?	1948-9	1, 4
Bevier & Southern Railroad (owns no motive power)									

(Continued on page 48)

Notes on Missouri Shortlines

Rosters are based on data from officials of TRRA, SJT, KCS, KCT, KCC, K&MR&T, IT, MP and are accurate as of second quarter, 1968. For the purpose of our rosters, a shortline is defined as a common carrier listed in either the Official Guide or Pocket List of Railroad Officials, or both, which has a route length less than 400 miles. Locomotive builders: Alco-GE, American Locomotive Co.-General Electric Co.; GM-EMD, General Motors-Electro Motive Div.; GE, General Electric Co.; Alco, American Locomotive Co.; GM-EMC, General Motors Electro Motive Corp.; BW, Baldwin-Westinghouse; FM, Fairbanks-Morse; LH, Lima-Hamilton.

(1) Units upgraded to 1600 hp.

(2) A&S 46-49 were originally Union Railroad 604-606, 609; then A&S 46-49.

(3) A&S 50, originally Youngstown & Northern 231; then A&S 50.

(4) A&S 51-54, originally Union RR. 612, 607, 610-611; then A&S 51-54.

(5) A&S 33 (2nd), originally Texas Pacific-Missouri Pacific Terminal RR. 23; then TP-MP 958; then Precision Engineering 958 (8/3/67); then A&S 33 (2nd).

(6) IT 801, originally GM-EMD demonstrator 800, then IT 725; then IT 801.

(7) IT 1001-1012, originally 700-711.

(8) IT 1051-1056, originally 751-756.

(9) IT 1201-1212, originally 775-786. No. 1211 (as 785) was rebuilt.

(10) IT 1501-1506, originally 1600-1605.

(11) IT 1507-1508, originally Richmond, Fredericksburg & Potomac 1157, 1159; then Streigel Equipment 1157, 1159; then Precision Engineering 1157, 1159; then IT 1157, 1159; then IT 1507-1508.

(12) KCPSFO ?, originally Berrica Arsenal ?; then U.S. Army ?; then Columbia Steel & Shafting ?; then KCPSFO? (8/60).

(13) KCPSFO 1, originally Joplin-Pittsburg RR. 2003, then Fort Dodge, Des Moines & Southern 501; then Sonken-Galanka (not used) (12/56); then Kansas City & Westport Belt (KCPSFO) 1 (7/57). Donated to Museum of Transport.

(14) KCPSFO 1120, originally Y&N 211; then Kansas City Southern 1120 (4/56); then KCPSFO 1120. Scrapped 7/65.

(15) KCT 40-44, 50-51, 54 were sold to Prolerized Steel 8/12/64.

(16) KCT 55, 60 scrapped 3/64. No. 56 scrapped 8/64.

(17) KCT 61 rebuilt 12/5/52 with 800 hp, 56,890 lbs. of tractive effort, 230,915 lbs. weight.

(18) KCT 53, 57, 58 sold to Relco Equipment Co.

(19) KO&G 97-105, originally KO&G 801-809; then 97-105. Units upgraded to 1600 hp.

(20) KO&G 753-754 rebuilt to GP18's 700-701, then renumbered 570-571. Nos. 753-754 were F7A's.

(21) KO&G 844-845 originally 751-752. No. 845 traded to GM-EMD for MP GP35's. Units upgraded to 1600 hp.

(22) KO&G 846B-847B originally 755B-756B. Units upgraded to 1600 hp.

(23) KO&G 1027 originally KO&G 1001.

(24) Manufacturers 201-203 sold to KCS, renumbered KCS 1121 and L&A 1122-1123. Nos. 1121, 1123 traded to GM-EMD (11/66) for new power; 1122 traded to GM-EMD (7/26/68) for new power.

(25) MI 1028 originally MI 51, then MI 1028.

(26) MI 1064 originally MI 61, then MI 960. Upgraded to 1600 hp; then repowered with GM-EMD engine to 1200 hp., renumbered 1064. Weight and tractive effort shown are as repowered.

(27) MI 1065-1067, 1069-1070, 1072-1073, 1079, 1081, 1091-1093, 1095 were originally MI 62, 73, 64, 66-67, 69-72, 68, 74, 63, 65; then MI 961, 972, 963, 965, 966, 968, 969-971, 967, 973, 962, 964. Then they were re-engined with GM-EMD motors to 1200 hp, renumbered MI 1065-1067, 1069-1070, 1072-1073, 1079, 1081, 1091-1093, 1095. Weight and tractive effort shown as repowered.

(28) SJB 6006-6008 originally SJB 10-12, then SJB 6006-6008. No. 6006 scrapped 9/27/63. No. 6007 sold to Precision Engineering 8/10/65; then to Pickens Railroad, renumbered 4. No. 6008 traded to GM-EMD 2/15/66 for new MP power.

(29) TRRA class E-6 formerly class D.

(30) TRRA class A-6 formerly class D-1. TRRA 521-522 scrapped.

(31) TRRA class B-6 formerly class D-2. TRRA 531-534 scrapped.

(32) TRRA class E-10 formerly class D-3.

(33) TRRA class A-10 formerly class D-4.

(34) TRRA class B-10 formerly class D-5. TRRA 591-596 traded to GM-EMD for 1227-1233. Nos. 597-601 traded to GM-EMD for 1234-1243.

(35) TRRA class F-10 formerly class D-6.

(36) TRRA class L-12 formerly class D-7. TRRA 1200-1205 traded to GM-EMD for 1234-1243.

(37) TRRA class E-12 formerly class D-9.

(38) TRRA 1227-1233 rebuilt from TRRA 591-596, 1200.

(39) TRRA 1234-1243 rebuilt from TRRA 597-601, 1201-1205.

(40) TRRA class B-12 formerly class D-10.

(41) TRRA class A-16 formerly class D-8. TRRA 1600-1603 sold to a railroad in Spain.

(42) UT 6005 originally UT 5, then UT 6005, then Precision Engineering 6005 (8/9/65), then Pickens Railroad No. 3.

How to get rich

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Perhaps you've thought of starting a small business of your own . . . a franchised drive-in, or maybe a service business. Trouble is, you need $10,000 to $15,000 to get started and even then it's a gamble—with slim chance of ever making really big money.

But there is *one* business which could make you rich—almost overnight! And the beauty of it is, you can start on a shoestring during your spare time, even while holding your regular job.

Cash by Mail

The business is Mail Order—and it's fabulous! Come up with a 'hot' new item . . . and WHAM!

It strikes like a bolt of lightning!

Suddenly, you are deluged with cash orders from all over the country . . . MORE MONEY than you could ever make in a lifetime!

Like the Vermont dealer who ran one ad in Sports Afield Magazine. His ad pulled 22,000 orders—over A HALF MILLION DOLLARS IN CASH!

There is no other business where you can make a fortune so quickly!

- A beginner from Newark, N.J. ran his first small ad in House Beautiful—offering an auto clothes rack. Business Week reported that his ad brought in $5,000 in orders. By the end of his first year in Mail Order, he had grossed over $100,000!
- Another beginner—a lawyer from the midwest, sold an idea by mail to fisherman. Specialty Salesman Magazine reveals, "he made $70,000 the first three months!"

Proof

It's a fascinating business! Running ads in newspapers and magazines . . . mailing gift catalogs . . . getting cash orders in your daily mail—steady as clockwork.

There is no other business where you can start on a shoestring and pyramid your profits—*without investing in merchandise!* One husband and wife mail order team took in $40,000 selling one item. They obtained FREE ads in national magazines . . . didn't invest a cent in merchandise, and even got the supplier to ship all orders for them!

These exceptional cases are absolute proof that *you can get rich* in your own Mail Order business. Very rich. Even a U.S. Gov. Report stated: "A number of one-man Mail Order enterprises make up to $50,000!"

Pick up any magazine. Notice how the same mail order ads are repeated . . . month after month? That's concrete proof! You know those ads wouldn't be repeated over and over again—*unless* they were bringing in big cash profits to their owners.

The Secret

The secret of getting rich in Mail Order lies in *financial leverage.* It's a little-known, almost secret method—using other people's capital to make money for you!

You can get thousands of dollars worth of advertising in big national magazines—without investing your own money! And you don't have to write a single ad. Tested and proven ads are prepared for you by experts. Reinvest the profits from your first successful ad—to get more, larger ads, and the profits begin to snowball! It's like building a chain of stores . . . each new store puts more money in *your* pocket.

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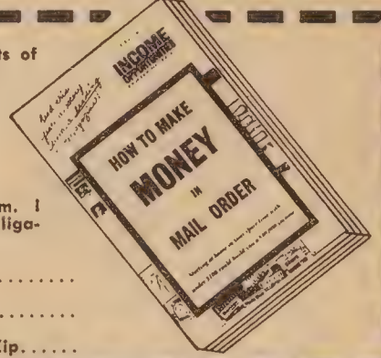

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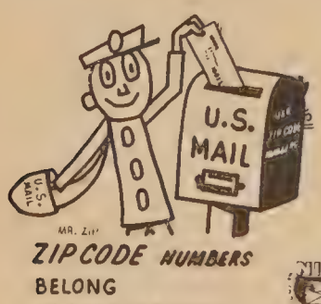

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AS 10	1005-1006	1000	Alco-GE	S2	B-B	69,000	230,000	1948	7
AS 10a	1007-1012	1000	Alco-GE	S2	B-B	69,000	230,000	1950	7
ARS 10	1051-1053	1000	Alco-GE	RS-1	B-B	72,900	243,000	1948	8
ARS 10a	1054	1000	Alco-GE	RS-1	B-B	73,020	243,400	1950	8
ARS 10a	1055-1056	1000	Alco-GE	RS-1	B-B	73,020	243,400	1950	8
ES 12	1201-1212	1200	GM-EMD	SW1200	B-B	72,020	248,080	1955	9
ERS 15	1501-1502	1500	GM-EMD	GP7	B-B	61,442	245,769	1953	10
ERS 15a	1503-1504	1500	GM-EMD	GP7	B-B	61,223	244,890	1953	10
ERS 15b	1505-1506	1500	GM-EMD	GP7	B-B	61,058	244,230	1953	10
EF 15	1507	1500	GM-EMD	F7B	B-B	60,150	240,600	1949	11
EF 15a	1508	1500	GM-EMD	F7B	B-B	58,295	233,179	1950	11

Joplin Union Depot (owns no locomotives)

Kansas & Missouri Railway Terminal (owns no locomotives)

Kansas City Connecting Railroad

—	13	600	GE	70-ton	B-B	41,300	139,000	1954	

Kansas City Public Service Freight Operation

—	?	300	GE	45-ton	B-B	22,500	90,000	1941	12
—	1	500	Plymouth	65-ton	B-B	32,500	130,000	1936	13
—	1120	900	Alco	HH 900	B-B	59,825	239,300	1937	14

Kansas City Terminal Railway

40	40	660	Alco-GE	S1	B-B	58,200	194,000	1940	15
40	41-44	660	Alco-GE	S1	B-B	59,400	198,000	1941	15
50	50	900	Alco	HH 900	B-B	69,000	230,000	1938	15
50	51-52	1000	Alco-GE	S2	B-B	69,000	230,000	1940	15
50	53-57	1000	Alco-GE	S2	B-B	69,000	230,000	1945	18, 15, 16
50	58-59	1000	Alco-GE	S2	B-B	69,000	230,000	1949	18
60	60-61	900	GM-EMC	NW	B-B	63,200	252,900	1938	16, 17
70	70-79	1200	GM-EMD	SW1200	B-B	60,940	246,760	1964	

Kansas, Oklahoma & Gulf Railway

—	97-100	1500	GM-EMD	GP7	B-B	61,260	245,030	1952	19
—	101-102	1500	GM-EMD	GP7	B-B	61,260	245,030	1952	19
—	103-105	1500	GM-EMD	GP7	B-B	61,260	245,030	1952-3	19
—	570-571	1800	GM-EMD	GP18	B-B	65,825	263,300	1964	20
—	844-845	1500	GM-EMD	F7A	B-B	57,760	231,025	1949	21
—	846B-847B	1500	GM-EMD	F7B	B-B	57,245	228,980	1949	22
—	1027	1000	GM-EMD	NW2	B-B	61,140	244,560	1949	23

Manufacturers Railway

—	201-203	1000	Alco-GE	HH 1000	B-B	59,700	238,800	1940	24
—	204	1000	Alco-GE	S2	B-B	69,000	230,000	1940	
—	205-206	1000	Alco-GE	S2	B-B	69,000	230,000	1941	
—	207	1000	Alco-GE	S2	B-B	69,000	230,000	1942	
—	208	1000	Alco-GE	S2	B-B	69,000	230,000	1944	
—	209	1000	Alco-GE	S2	B-B	69,000	230,000	1945	
—	210	1000	Alco-GE	S2	B-B	69,000	230,000	1948	
—	211	1000	Alco-GE	S2	B-B	69,000	230,000	1948	
—	212	1000	Alco-GE	S4	B-B	69,000	230,000	1951	

Missouri-Illinois Railway

—	1028	1000	GM-EMD	NW2	B-B	61,585	246,340	1949	25
—	1064	1500	Alco-GE	RS-2	B-B	58,375	233,500	1949	26
—	1065	1600	Alco-GE	RS-3	B-B	60,360	241,440	1951	27
—	1066	1600	Alco-GE	RS-3	B-B	60,360	241,440	1955	27
—	1067	1600	Alco-GE	RS-3	B-B	60,360	241,440	1952	27
—	1069-1070	1600	Alco-GE	RS-3	B-B	60,360	241,440	1953	27
—	1072-1073	1600	Alco	RS-3	B-B	60,360	241,440	1954	27
—	1079, 1081	1600	Alco	RS-3	B-B	60,360	241,440	1955	27
—	1091	1600	Alco-GE	RS-3	B-B	60,360	241,440	1953	27
—	1092	1600	Alco	RS-3	B-B	60,360	241,440	1955	27
—	1093	1600	Alco-GE	RS-3	B-B	60,360	241,440	1951	27
—	1095	1600	Alco-GE	RS-3	B-B	60,360	241,440	1953	27

St. Joseph Belt Railway

—	6006	600	GM-EMC	SW	B-B	50,400	201,610	1938	28
—	6007	600	GM-EMC	SW	B-B	50,400	201,610	1937	28
—	6008	600	GM-EMD	SW1	B-B	48,010	192,050	1947	28

St. Joseph Terminal Railroad

—	1-2	600	GM-EMD	SW1	B-B	47,928	191,710	1950	

Terminal Railroad Association of St. Louis

E-6	501-504	600	GM-EMD	SW1	B-B	49,950	199,500	1940	29
E-6	505-508	600	GM-EMD	SW1	B-B	49,950	197,300	1947	29
A-6	521-522	660	Alco-GE	S1	B-B	59,688	198,960	1941	30
A-6	523-524	660	Alco-GE	S1	B-B	49,755	199,020	1941	30
B-6	531-532	660	Baldwin	VO 660	B-B	61,194	203,980	1940	31
B-6	533-534	660	Baldwin	VO 660	B-B	49,256	197,520	1942	31
E-10	551-552	1000	GM-EMD	NW2	B-B	62,625	250,500	1940	32
E-10	553-555	1000	GM-EMD	NW2	B-B	62,588	250,350	1941	32
E-10	556-557	1000	GM-EMD	NW2	B-B	61,925	247,700	1943	32
E-10	558-563	1000	GM-EMD	NW2	B-B	62,285	249,140	1947	32
E-10	564-567	1000	GM-EMD	NW2	B-B	62,135	248,540	1940	32
A-10	569-570	1000	Alco-GE	S2	B-B	58,425	230,700	1949	33
A-10	571-573	1000	Alco-GE	S2	B-B	58,225	232,900	1941	33
A-10	574-578	1000	Alco-GE	S2	B-B	57,985	231,900	1942	33
A-10	579-588	1000	Alco-GE	S2	B-B	57,675	230,700	1944	33
A-10	589-590	1000	Alco-GE	S2	B-B	57,750	231,000	1949	33
B-10	591-592	1000	Baldwin	VO 1000	B-B	71,130	237,100	1941	34
B-10	593-595	1000	Baldwin	VO 1000	B-B	71,130	237,100	1941-2	34
B-10	596	1000	Baldwin	VO 1000	B-B	70,878	236,260	1942	34
B-10	597-598	1000	Baldwin	VO 1000	B-B	72,660	242,200	1944	34
B-10	599-601	1000	Baldwin	VO 1000	B-B	72,660	242,200	1944	34
B-10	602-603	1000	BW	DS 4-4-1000	B-B	57,375	229,500	1949	34
F-10	700-701	1000	FM	ALT 100.6A	B-B	60,500	242,000	1947	35
F-10	702-703	1000	FM	ALT 100.6A	B-B	61,465	245,860	1949	35
L-12	1200-1205	1200	LH	yd. switcher	B-B	62,625	250,500	1951	36
E-12	1206-1218	1200	GM-EMD	SW9	B-B	62,000	248,000	1952	37
E-12	1219-1226	1200	GM-EMD	SW1200	B-B	62,000	248,000	1955	37
E-12	1227-1233	1200	GM-EMD	SW1200	B-B	62,700	250,800	1964	38
E-12	1234-1243	1200	GM-EMD	SW1200	B-B	62,700	250,800	1965	39
B-12	1250-1253	1200	BLHW	S-12	B-B	59,750	239,000	1952	40
E-15	1501-1505	1500	GM-EMD	SW1500	B-B	63,075	252,300	1967	
A-16	1600-1603	1600	Alco-GE	RS-3	B-B	61,825	247,300	1950	41

Union Terminal Railway

—	6005	600	GM-EMC	SW	B-B	50,400	201,610	1938	42

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Rail Automation, Then and Now

by J. A. HIRSCH
General Electric Co., Transportation Systems Division, Erie, Pa.

ON THE SUNNY afternoon of April 7, 1927, thousands of people lined a street in the downtown section of Little Rock, Ark., for the first public demonstration of a remotely-controlled streetcar. The car had been moved from the barn to the starting point by manual control. After a short ceremony leading citizens boarded it. To avoid embarrassment and a possible safety hazard, a regular operator accompanied the vehicle on its journey.

The car was guided by an early radio expert, Maurice J. Francill, who followed it in an automobile and used remote-control apparatus described as a "delicate five-pound instrument." Running at two notches, the car complied with all traffic signals on its 15-block journey into history. At no time did the human operator find it necessary to touch manual controls.

Although the experiment received wide press and newsreel coverage, it soon faded from the public scene to be rediscovered and improved in a later generation.

The sponsoring utility company, Arkansas Power & Light Co., said the test was of scientific interest and no attempt would be made to run streetcars without human operators.

Except for a few isolated demonstrations during the next 33 years, sophisticated control systems were developed without public fanfare. Then in 1960, General Electric developed a prototype control system for automatic train operation. Extensive testing was made on a simulated car.

Capital Transit (later D.C. Transit) PCC car 1304 was bought by General Electric for use in experiments in, and demonstrations of, rapid-transit car automation.
General Electric Company

The following year, GE bought a PCC type streetcar from Washington (D.C. Transit), equipped it with the prototype tested the previous year, and began operations on a section of the company's 5-mile test track at Erie, Pa. Thus, 34 years after the Little Rock demonstration, a fully automated rapid transit car was operated for the press and transit industry representatives.

The converted PCC was named *Tomorrow*. And so rapid transit automation became a reality. If Mr. Francill had been present that November day in 1961, he could have stepped aboard the car and ridden to his destination with complete assurance that all car movements and the accompanying decisions would be made automatically.

He would have been surprised to watch the *Tomorrow* car approach the platform—stop, open the doors, wait until all passengers were aboard—close the doors, and start. Instead of a two-step speed control, the starting, stopping, and running were done by a smooth closed-loop power modulator responding to any change in speed or power requirements. At each station the car stopped precisely at a designated point, the doors opened, all without a human operator aboard. These are but a few of the automated functions now available for rapid transit cars and trains.

The knowledge gained from the successful operation of the automated PCC car *Tomorrow* will be put to work by the State of New York's Metropolitan Transportation Authority; and 620 rapid transit cars running over the revamped Long Island Rail Road will provide safe, fast, and comfortable service.

General Electric has combined two automatic functions, overspeed (ATC) and speed regulation (ATO), into one system to achieve maximum operating efficiency and safety. But the trains will carry a human operator who can override all functions except those of safety. The automatic overspeed control compares train operation with the output of the cab-signal system to assure fail-safe compliance under both manual operation and automatic speed regulation.

The closed-loop modulating speed control is a vast improvement over the 1927 two-notch system. Speed changes resulting from profile and track restrictions or the proximity of preceding trains are made by automated control. This system has been designed to match maximum performance of the traction equipment while maintaining passenger comfort and safety. The new Metropolitan Transportation Authority cars represent a giant step toward meeting the specialized need of an advanced rapid transit system.

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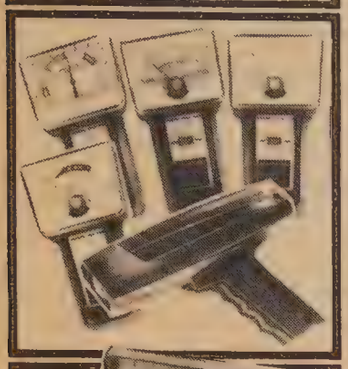

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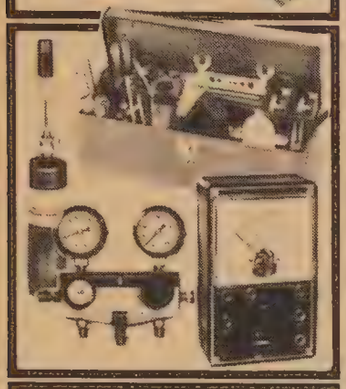

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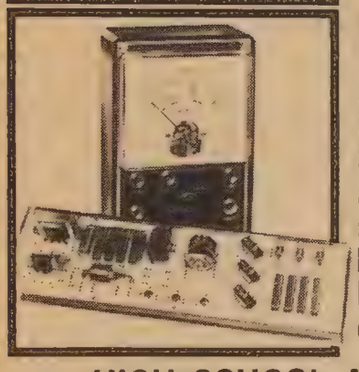

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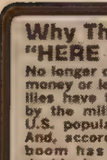

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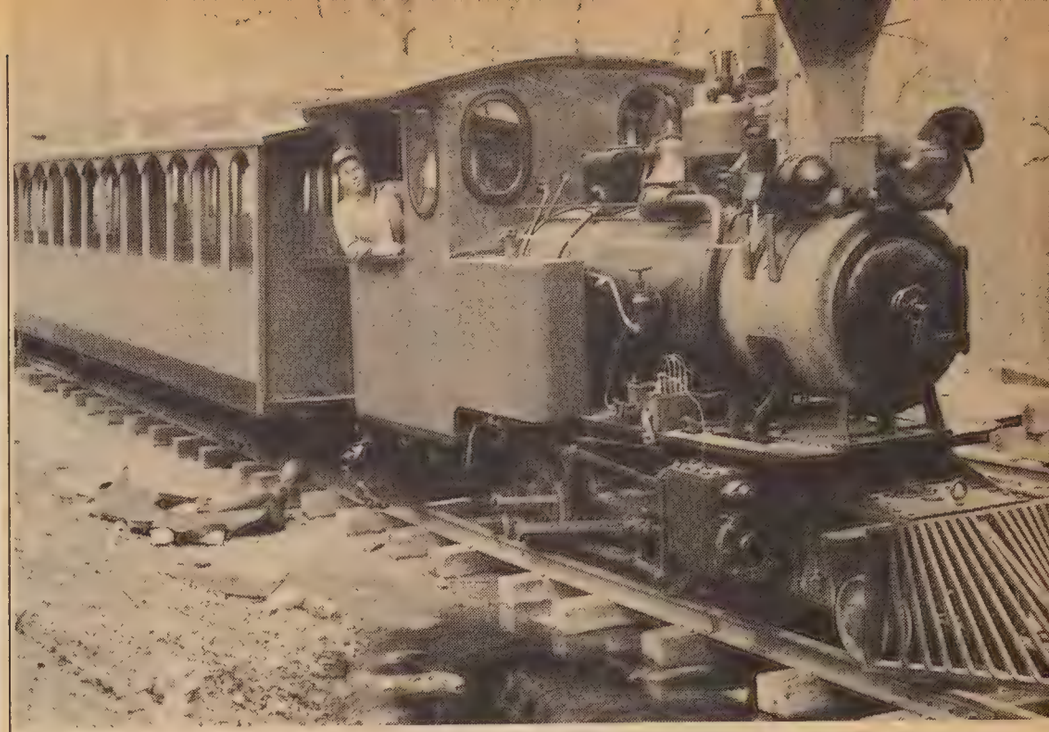

Wayne Leatherman, general manager of Frisco-Silver Dollar City RR., Branson, Mo., demonstrates the latest acquisition on this 2-foot-gage park railway, a German 2-4-0T steam locomotive built by Ornstein & Kopple. Line has four other engines. Wilbur T. Golson, 5465 Washington Ave., Baton Rouge, La. 70806

HOBBY CLUB

conducted by Sy Reich

PLANS for the Golden Spike Centennial are taking shape. The scene near Promontory, Utah, was declared a National Historic Site by Congress in 1965. The $180,000 Visitors' Center being built there will contain a library, a museum, and a 66-seat auditorium. Southern Pacific Lines, successors to the Central Pacific, which built part of the transcontinental railway, has donated 15 miles of the original right-of-way, from which tracks were removed in 1942, to the U.S.A. for use in commemorating the driving of the golden spike. Thus this historic site is now publicly owned.

The Post Office Department will issue a stamp commemorating the centennial. Many California artists are working on paintings depicting California history in relation to the event; the paintings are to go on exhibit in San Francisco in May. Both Union Pacific and SP plan commemorative booklets. SP also is preparing a 16mm. sound color movie presenting its history and development. Presumably, prints of it will be made available for club and school showings.

Not far from Promontory, the Utah State Railway Museum has been established at Corrine, a pioneer railway town which was the UP freight junction for mines and communities in Montana, Idaho, and northern Utah. The town site was laid out in the spring of 1869, in anticipation of transcontinental railway operation. A museum building stands next to the UP depot there, and several old passenger cars are on display.

Now available for $1.50 from Steamtown, Box 71-M, Bellows Falls, Vt. 05101, is a sound record featuring a UP "Big Boy," a Reading 4-8-4, a British 4-4-0, and other locos displayed there. Also offered are Boston & Maine-style door plates, 2x8″, lettered "Master Mechanic," "Ticket Office," and "To The Trains," as used at Steamtown, $2 each. And, for our "hippie" readers, lapel buttons bearing the legends "I Like Steamtown," "Ban the Diesel," "Smoke Coal," and "Steam is King" are offered at any four for $1. All of the foregoing in one package will be sent for $8 plus 25¢ postage.

Set of six washable, plastic-covered place mats depicting an old-time Colorado winter station scene are available for $5.95 postpaid from Sundance Ltd., P.O. Box 6385, Denver, Colo. 80206. Also offered are six 9½x14½″ illustrations of Colorado railroad views: $1 each, 6 for $3.50. Set of 24 picture postcards, $1.

One of the last Nickel Plate Road mail-baggage cars has been donated to the Monticello & Sangamon Valley Ry., a projected Illinois steam tourist line, on which it will probably be used to carry concessions and standing pas-

sengers. Operation is expected to begin some time this year. The line was inaugurated in 1966 by SPUR, Inc., a non-profit railway museum which has several engines and cars on display at Monticello. Several dozen glossy photos featuring 14 different railroads are being sold at $1.50 for 8x10 size, $1 for 5x7; details from M&SV Rail Photos, Box 666, Tolono, Ill. 61880.

Youngest museum president we know of is 13-year-old Marc Sachnoff, of the Evanston Historical Museum, Inc., 1206 Hinman Ave., Evanston, Ill. 60202. This is a group of junior high-school students who formed their non-profit corporation for the collection, restoration, and exhibition of American memorabilia and railroadiana.

Dedication of the only remaining covered railroad bridge in Vermont as a State Historic Site took place last October 17th. Previously, we reported on plans for saving it. Fisher bridge, at Wolcott on the St. Johnsbury & Lamoille County RR., was renovated and a new steel structure was built in it to support the track, taking the weight off the old wooden beams. Gov. Philip H. Hoff noted that "the best of the old is being preserved to go along with the best of the new" as he unveiled the Historic Site marker.

Donations of railroad books and historical documents are sought by Mesa County Library, Grand Junction, Colo. The lack of such material there led Mrs. Jerry Erskine and Mrs. William Henderson, wives of D&RGW employees, to try to remedy the situation. Items pertaining to railroad history in southwest Colorado are especially wanted. Donations may be sent to Mrs. Erskine at 1528 Grand Ave. or to Mrs. Henderson at 617 Gunnison Ave., both in Grand Junction, Colo. 81501.

"At Fond du Lac, Wis., at the foot of Lake Winnebago, the Chicago & North Western's 5-mile remnant of the Fond du Lac-Sheboygan branch lies just about abandoned," writes Leo J. DePauw, 418 Ellis St., Fond du Lac, Wis. 54935. He says it could be used as a scenic tourist line, particularly since many summer vacationists frequent the area.

Railway Historical Society of Northern New York, P.O. Box 97, Brownville, N.Y. 13615, formed last March, has been given its charter as the 85th chapter of the National Railway Historical Society, advises curator C. A. Butterfield. Its current project is renovation of the former New York Central depot at Brownville. A meeting-room and a railroad library are to be established in it. To help raise funds, the Society is selling old NYC & Hudson River train orders, dating from before 1912, for $1 each, which includes a one-year associate membership for the purchaser. Regular membership is $10 per year.

Readers interested in the British Isles should enjoy our overseas contemporary, *Railway Magazine*. Well illustrated and nicely printed, it deals with history, current events, and new developments in Great Britain and Europe. Those not very familiar with railroads overseas will find in it a broad coverage of rail operation: mainlines, branches, narrow-gages, and tramways. A subscription to this highly informative monthly costs $5.25 per year, postpaid, from the *Railway Magazine*, 161-166, Fleet St., London, E.C.4, England.

Progress on expansion of the National Museum of Transport, west of Kirkwood, Mo., received an assist from the Missouri Pacific RR. recently. The curator, Dr. John P. Roberts, had been dismayed by a hole more than 50 feet deep next to the exhibit area.

"I was looking all over for a source of fill," he said, "and I finally called the MP, wondering if they might supply some fill for us. They replied, 'Could you use 100,000 cubic yards?' "

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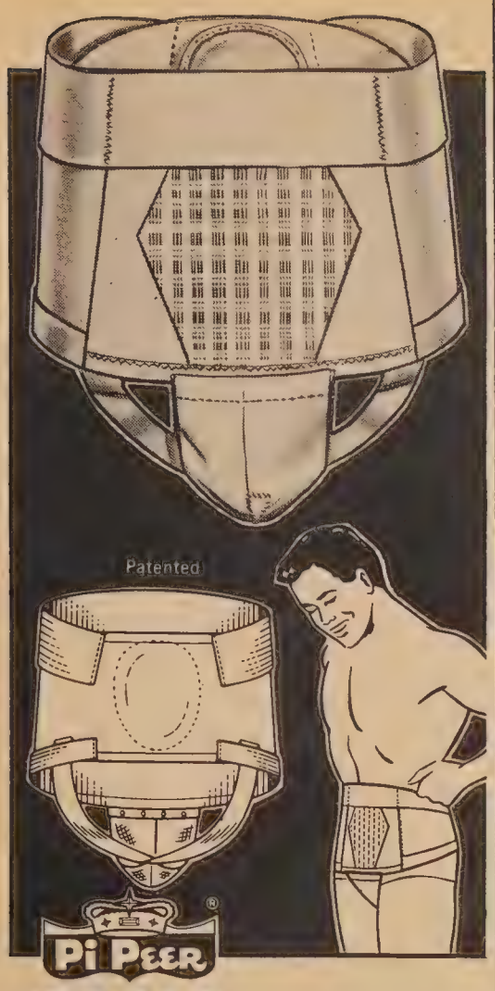

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Steam still hauls (and burns) wood at Klamath, Calif., for Peterson Lumber Co. Three-truck Heisler No. 10 at (left) and 2-8-2T No. 17 at right); Oct. 5, 1968.
Jack M. Holst, 12930 N.E. Tillamook, Portland, Ore. 97230

For 71 years RAILWAY MAGAZINE has been closely connected with the making of railroad history.

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RAILWAY MAGAZINE

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Stephen D. Maguire
Eastern Michigan Rys. car 7763 later became Shaker Heights Rapid Transit No. 101. Now at Ohio Railway Museum, Worthington, Ohio, it is restored to EMR livery.

As a result, trains of dump cars have been unloading tons of dirt into the hole each night for the past few months. The trains use part of the old MP line to Kirkwood which was replaced by a new double-track route in 1944. Two tunnels built in the 1850's for the original line are now part of the Museum property. A controversy over proposed moving of the museum to East St. Louis has been settled in favor of keeping it where it is, and expansion continues toward a goal of 20 exhibit buildings on the museum's 40 acres of land.

Affluent railfans seeking private cars of their own may wish to know that several are for sale. Clifford H. Thomas, 2315 Monroe St. N.E., Minneapolis, Minn. 55418, has one available in Seattle, Wash., for $50,000; Nathan N. Loss, 1630 Oregon Pike, Lancaster, Pa,. offers one for $67,000; and both the Union Pacific and Santa Fe have for sale many surplus passenger cars of various types, including business cars.

Commenting on our note about Magma Arizona's recently-acquired diesel (Dec. issue, page 54), retired SP engineer R. Hervey Angier, 402 Channing Ave., San Antonio, Texas 78210, writes: "This may be the only Baldwin 800-hp. diesel built with dynamic braking; but on the 1,000-hp. 5200-class SP Baldwins I always used dynamic braking on the heavy cuts of rock that I moved between Pacific Electric's State Street and Butte Street yards. This was all downgrade, and the dynamic brake did a good job."

An invitation to subscribe to a proposed all-time list of all the world's rail transport companies which ever issued tickets is extended by England's Transport Ticket Society. The lists would be issued serially by countries, with annual subscriptions costing $2 in the U.S.A. First draft of a sample list shows a comprehensive compilation of the companies of Mexico which issued tickets. There is no detail on the types and uses of tickets issued, however. Further info. may be had from G.H.I. Fairchild, 32 Stanstead Crescent, Brighton, England BN2 6TQ.

Along the Steam Trail

Challenging Kenneth Ondracek's comment in our November department about there not being enough working steam engines in the west to make a tour worthwhile, Jack M. Holst, director of the Pacific Northwest Chapter of NRHS writes: "Verona, South Park & Sunset Steam RR. may have painted its former interurban cars which it uses for coaches yellow (the paint was donated), but this is far less 'circus' in

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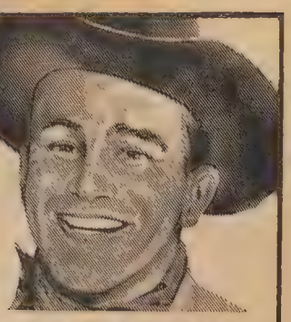

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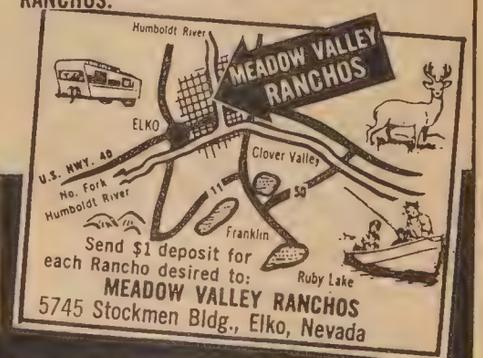

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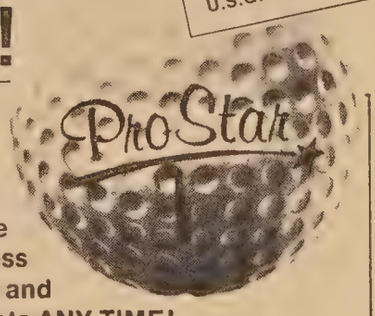

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appearance than the paint schemes used by several major railroads. At least, the VSP&S hasn't added phoney diamond stacks, cowcatchers, etc. Operating a tourist line is no bed of roses, and a small group of hard-working enthusiasts have organized what is today the longest regular steam train ride in the nation, 42 miles.

"Within a hundred miles of each other on Vancouver Island are several actual working steam lines (not tourist operations): Hillcrest Lumber, Elk Falls Co., two MacMillan & Bloedel operations, and Shays at Railway Appliance Research at North Vancouver. Where does Mr. Ondracek hope to find more and better steam operations than we have in the Northwest?"

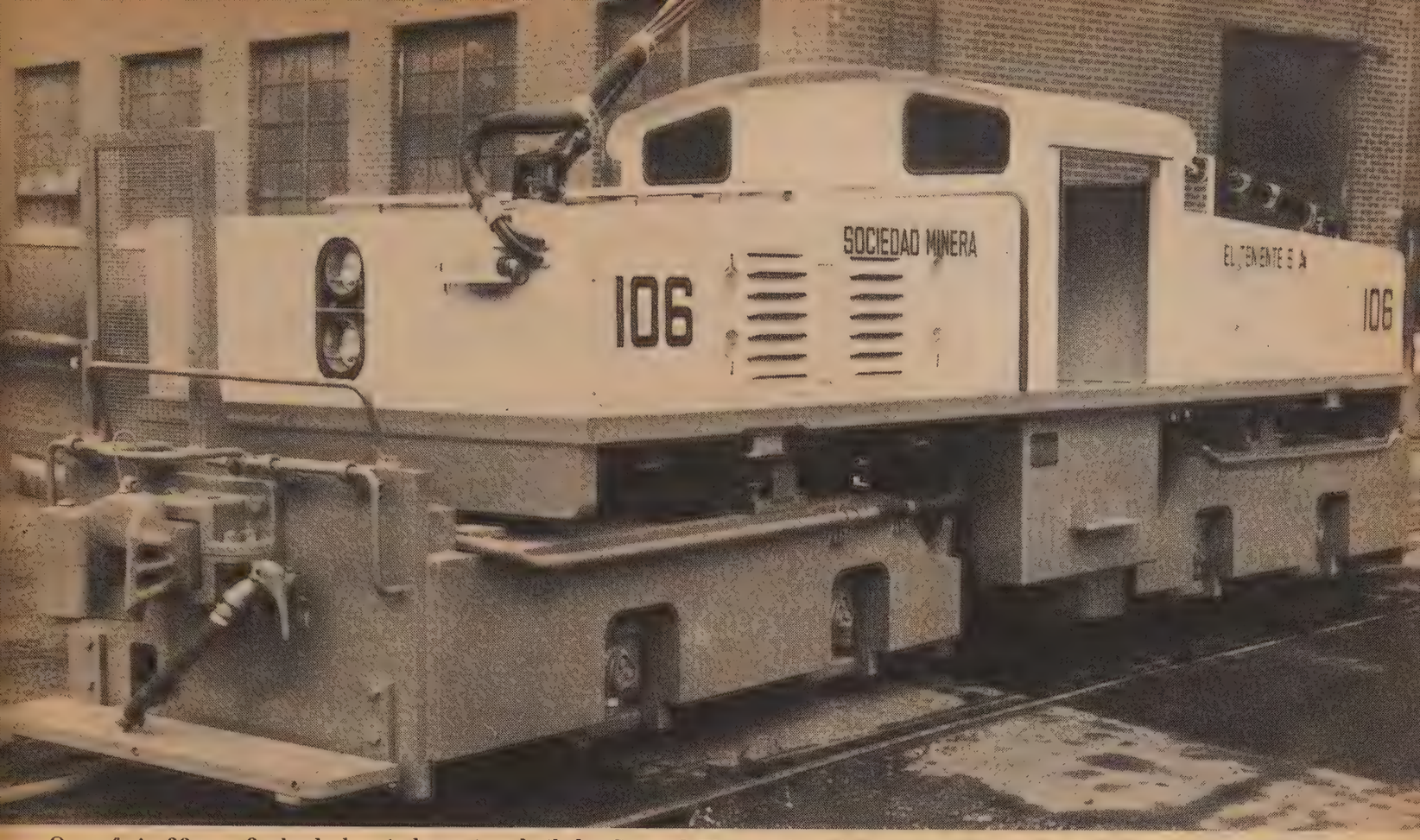
A Climax locomotive for operation on a proposed museum line using part of the original Pennsylvania RR. right-of-way between Media and West Chester, Pa., is being sought by Bud Luckenbach, Locksley Grist Mill, Glen Mills, Pa. 19342. He and some friends plan to build a museum of early American industries, such as a blacksmith shop, a saw mill, a grist mill, etc., in the area.

Though Wanamaker, Kempton & Southern has closed and gone out of business, as we reported last month, efforts are being made to resume operation of this steam tourist and museum line in eastern Pennsylvania. The possibility of forming a new corporation with adequate financial resources is being considered.

"Why, in this time of scarcity of working steam locos and of parts for them, aren't more steamers being brought up from Mexico?" asks R. L. Yarger, 71 N. Main St., Rutland, Vt. 05701. The recent discontinuation of nearly all Mexican steam power leaves many surplus locos. We also wonder what efforts are being made to preserve some for future operation and enjoyment.

Railroadians of America meet 3rd Saturday each month except August at N.J. Historical Society, 230 Broadway, Newark, N.J. Meetings are now open to non-members. Half-hour business sessions beginning at 10:30 a.m. are followed by programs of railroad slides or movies lasting anywhere from half-hour to an hour and a half. These showings usually emphasize steam power.

Adding to an item in the November issue, we are reminded that New Jersey's Black River & Western No. 148 is a 4-6-2, that No. 14 is a former Brooklyn Eastern District Terminal 0-6-0T, and that No. 60 is a former Great Western 2-8-0.



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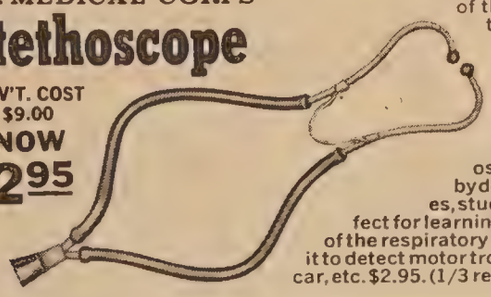

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New Movies and Records

FAREWELL TO STEAM, Parts I and II (2 reels), produced by Walton Films in London, distributed in U.S.A. by Hart Industries, Box 452, Birmingham, Mich. 48012. Each reel, about 175 feet of standard 8mm film, $5.99 plus 20¢ postage. Also available on Super-8mm. film, $6.89 each plus 20¢ postage.

If you're a steam enthusiast, you're sure to be delighted with these British movies. There are no scrapyard views or other depressing scenes here; this is steam in action, both mainline and shortline, standard and narrow gages. Part I opens with rare footage of the *Royal Scot* in the U.S.A. in 1933, running side by side with the *Broadway Limited* over the Pennsy mainline to the Chicago "Century of Progress" fair. The sight of the British and the American trains (the latter headed by a K-4) at speed on parallel tracks, as seen from the ground and air, is superb.

Record-breaking high-speed runs are featured in both films: the *Golden Eagle,* a streamlined 4-6-2, and the *Coronation Scot* at 114 mph. in 1937; and more recent scenes, taking us down almost to the discontinuation of British Railways steam last August. Thrilling sights of flashing side-rods, high driving-wheels, trackside views, and side views of locos made while running parallel to them at speed, plus the clear, sharp photography and high-quality production, characterize both films.

A tribute to the late Jimmie Rodgers, railroading folksinger of the '20's and '30's, is now available in the new RCA-Victor stereo album, *When the Evening Shadows Fall* (LSP-4073-e). Here are contributions by singers Elton Britt, the late Jim Reeves, the legendary Bradley Kincaid (the Kentucky Mountain Boy of WLS-Chicago's radio "Barn Dance" and later WSM-Nashville's "Grand Ole Opry"), Ernest Tubb, and Gene Autry.

Among the album selections: "Waitin' For A Train," "When Jimmie Rodgers Said Good-bye," "Jimmie Rodgers' Life," "The Jimmie Rodgers Blues," "The Last Thoughts Of Jimmie Rodgers," "Jimmie the Kid," "T.B. Blues" (Rodgers succumbed to the malady in New York nearly 35 years ago while making recordings), "Yodeling Cowboy" (a cut by Rodgers, himself), and "We Miss Him When the Evening Shadows Fall," a commentary.

Jimmie was the son of Aaron Rodgers, a Mobile & Ohio section foreman. At 14, he helped his dad and then went on to such tasks as flagman, baggagemaster, and brakeman. Curiously, one of the tunes in the new album has him booming with the best of 'em. He got around, all right, but not on many roads.—H. Reid.

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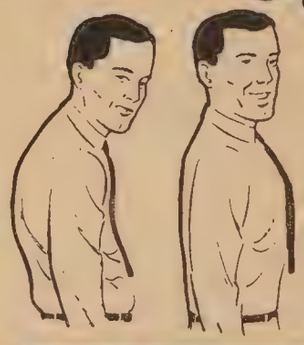

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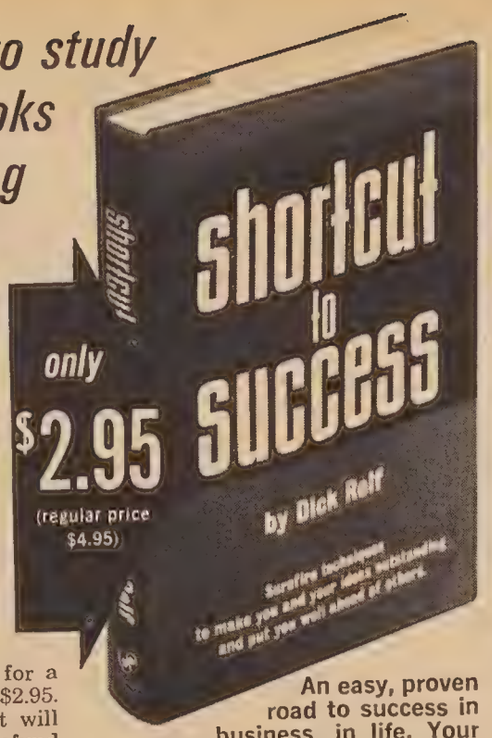

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BOOKS OF THE RAILS

ENGINE-DRIVING LIFE: *Stirring Adventures and Incidents in the Lives of Locomotive Engine-Drivers*, by Michael Reynolds; reprint of a book published in 1880; 72 pages, 9x7½", illustrated with engravings, hard covers; Hastings House, $3.50.

This facsimile of an old-time British book will delight anyone who likes Nineteenth Century instructional writing. It is a step-by-step exposition on how to become a safe, capable locomotive engineer from humble beginnings as an engine-cleaner, complete with examples of the period.

DESTINATION TOPOLOBAMPO: the Kansas City, Mexico & Orient Railway, by John Leeds Kerr, with Frank Donovan; 270 pages, 5½x8½", illustrated, with appendix and bibliography, hard covers; Golden West Books, $7.95.

"The name Kansas City, Mexico & Orient Railway has little meaning to you," begins this new history, "but its story is probably the most fascinating saga of railroad promotion of all time." An extravagant claim, open to dispute; but the authors have done a remarkable job of substantiating it. The first chapter continues: "Examine a world globe, if you will; then from Kansas City, Missouri, project a line to the closest port on the Pacific. You will find the shortest distance to the Pacific is not by way of San Francisco, Los Angeles, or even San Diego. It is a seaport in Mexico, along the Gulf of California coast between Guaymas and Mazatlan, know as Topolobampo." Here is the setting for the history. Financier Arthur Edward Stilwell promoted construction of this short route from the Midwest to the Pacific in sections, and over the years it ran afoul of both political and topographical obstacles. The railroad's name may not be familiar to many present-day enthusiasts, because the U.S. portion of the line was sold in 1928 to the Atchison, Topeka & Santa Fe, into which the corporation was formally merged in 1941, and the incomplete Mexican section eventually came under government ownership, being completed in 1961 as Ferrocarril Chihuahua al Pacifico.

The story of this 1,659-mile railway is well organized and well presented. A foreword by John W. Barriger, Missouri-Kansas-Texas president and a famous railroad buff, complements the fine background information and interesting narrative assembled by the authors. An appendix gives financial data, and a glossary recounts the derivations of town names along the route. Many fine photographs and several detailed maps add to the usefulness. With its large, easy-to-read type, well printed on good paper, this is bound to become a standard work.

AMERICAN RAILROAD POLITICS, 1914-1920: *Rates, Wages, and Efficiency*, by K. Austin Kerr; 250 pages, 5½x8½", no illustrations, hard covers, with bibliography and index; University of Pittsburgh Press, $7.95.

Here is a textbook dealing with a turbulent and controversial period. The author has combined both analytic and narrative writing into a highly detailed account. Of particular interest is his description of the events leading up to Government takeover of operations under the U.S. Railroad Administration late in 1917, and the ensuing fiasco which the USRA was supposed to avoid. Well printed and suitable for libraries and railroad history students.

"BUSTED AND STILL RUNNING": *the Bridgton & Saco River RR.*, by Edgar T. Mead, Jr.; 58 pages, 5½x9", illustrated, hard covers; Stephen Greene Press, $3.95.

The author of *Over the Hills to Woodstock* (which we reviewed last April) has turned his attention to one of Maine's famous two-foot-gage lines, the Bridgton & Saco River, later the Bridgton & Harrison. Mead worked for the line as a youth; and his assembly of the knowledge of others, coupled with personal memories, does full justice to the men who built the little line and their successors who fought valiantly to keep it running. This was one of the roads whose equipment was bought by the late Ellis D. Atwood, and which is still running at Edaville in South Carver, Mass. The whole story is told here entertainingly, concise but complete. A good selection of photographs is included, and modelers will appreciate the plan drawings and data for several locos and cars.

THE RAILROAD THAT DIED AT SEA: *Florida East Coast's Key West Extension*, by Mrs. Pat Parks; 44 pages, 5½x9", illustrated, hard covers; Stephen Greene Press, $3.50.

The Florida East Coast's "overseas railroad" from Miami to Key West has often been written about, but we haven't seen as full an account of it as this book contains. All the facts are here: the reasons for H.M. Flagler's decision to undertake the extraordinary railroad construction; the dangerous and often tragic process of building the line in hurricane territory; the triumphal first train over the ocean to Key West; operation in the 1910's, '20's, and '30's; and the disaster of Sept. 2, 1935, which put the line out of commission for all time. (Today a motor highway uses most of the old railroad structures.) Brief though it is, the book packs much information into a handy format, well printed and with a nice selection of photos.

Railroad Magazine Microfilm

WITH the passage of years, our back issues become increasingly scarce and, to some extent, brittle. A problem arises, how to preserve this rail lore permanently. Well, there is a way. All issues of *Railroad Magazine* from 1955 through '66 are available on microfilm (35mm, positive) from University Microfilm, part of the Xerox Corp., 300 N. Zeeb Rd., Ann Arbor, Mich. 48106, at $3 per year.

All issues since 1966 will be microfilmed eventually; and if our readers request it, there is a chance that many issues prior to 1955 also will be microfilmed. The microfilm record includes all pages of each issue, complete. Most public, technical, and college libraries have microfilm-viewing equipment and will let microfilm-owners use it in the library for viewing their film. The $3-a-year service is available to individual railfans and railroad men as well as libraries, clubs, other organizations.

Coming Events

Jan. 26: Steam-&-snow excursion with CNR 4-8-4 No. 6218. Details from Upper Canada Railway Society, Trip Committee, P.O. Box 122, Terminal "A", Toronto 1, Ont., Canada.

Feb. 22-23: Winter Steam Spectacular on 3-ft-gage East Broad Top, Orbisonia, Pa. Numerous steam trips, photo runs, shop tour; trolley rides on adjacent Shade Gap elec. ry. Contact Sherman Shook, 160 Andover St., Wilkes-Barre, Pa. 18702.

Feb. 23: Steam trip, Bethlehem, Pa., to McAfee, N.J., via LV, PC, and L&HR. Ski-jumping demonstrations at Great Gorge Ski Lodge; fashion show for ladies; skiing during layover. Ski-lift tickets avaliable on train. Fare, $13.95; children, $7.95. Details from Quakertown & Eastern RR., Box 438, Quakertown, Pa. 18951.

Every Saturday, 6:30 p.m.: AT&SF economy tour leaves Chicago for southern Calif.; arrives back in Chicago 1:30 p.m. the following Saturday. Unescorted 7-day tours feature travel on Hi-Level "El Capitan," 3 nights in Hollywood Roosevelt Hotel, visit Disneyland, Knott's Berry Farm, Universal Movie Studios, Farmers' Market, etc. Price, $199.50, incl. all meals en route. Details from AT&SF Public Relations Dept., 80 E. Jackson Blvd., Chicago, Ill. 60604.

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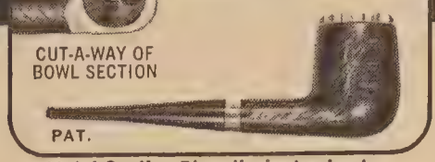

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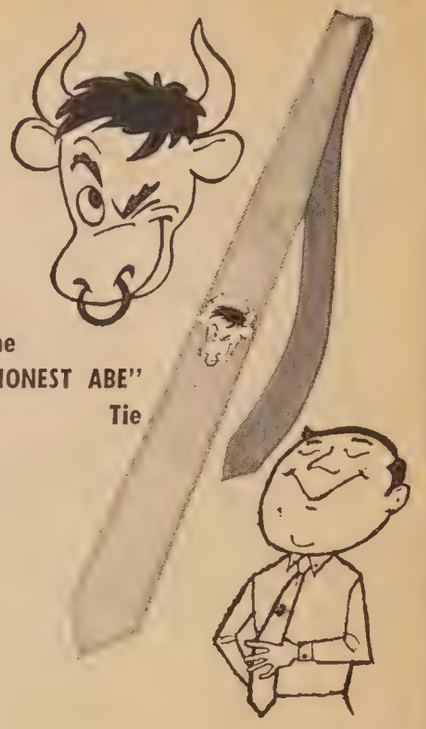

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As this issue hits the news-stands, our March *Switch List* is closed. Your entry will be included in the first available issue. Address Sy Reich, *Railroad Magazine*, 205 East 42nd Street, New York, N.Y. 10017.

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C.L. ANDREWS, 4231 SW 38th St., West Hollywood, Fla. 33023, sells 4x5, pc.-size steam, trolley, station pix LV, RDG, CNJ, DL&W, L&NE, etc. (SSE).

JACK ARMSTRONG, 197 N. Summer St., Adams, Mass. 01220, buys size 116 negs, NYC diesels made by Alco, Baldwin, Lima, FM.

FRED ARONE, 377 Ashford Ave., Dobbs Ferry, N.Y. 10522, buys collns. of railroadiana: bks., tts., keys, catalogs, passes, folders, etc.

P. BARCOMB, 41 Rose Ave., Rouses Point, N.Y. 12979, trades RUT rulebks. for other rulebks.

CECIL BARRETT, 306 1st St., Saskatoon, Sask., Canada, sells size 116 Canadian rr. pix. List, sample 50c.

WARREN BASCOMB, 3496 Ringer Rd., Whitehall, Pa. 18052, trades color slides on approval CNJ, RDG, LV, etc.

GENE BAXTER, 3145 6th Ave., Troy, N.Y. 12180, buys or trades for sizes 120, 116, or larger, negs. of circus trains.

LEN BEARD, Box 112, Wonder Lake, Ill. 60097, will buy telegraph keys, sounders, depot telephones, ringers, etc.

MEL BEATON, Jr., 30 Hecla St., Boston, Mass. 02122, buys pix, 35mm slides MTC Metro work equip.

ANDY BELL, Box 1059, Pointe Claire, Que., Canada, trades CN, CP train orders for U.S. train orders.

H.F. BOONE, 5835 S. Pennsylvania, Oklahoma City, Okla. 73119, sells rr. books. (SSE).

MIKE BOYAR, Box 508, Bound Brook, N.J. 08805, buys orig. color slides of R.F. Kennedy funeral train.

SETH BRAMSON, 8035 Cecil St., Miami Bea., Fla. 33141, buys or trades for anything FEC. Trades B&ML, CNS&M tkts. for RPO cancellations. Sells pix from offl. FEC 8x10 negs.

ANDY BREYER, 31R Herrick Dr., East Rockaway, N.Y. 11518, sells back issues Mdl. RRer, RMC, Trains, Mdl. Bldrs., etc. (SSE).

LEO CALOIA, 907 Adelante Ave., Los Angeles, Calif. 90042, sells color slides of diesels, trolleys; no list. Will sell '38 Loco Cyclopedia, good cond.

R.H. CARLSON, Box 9, Combes, Tex. 78535, sells 125 issues RMC '48-'68, HO Monthly, Mdl. Bldr., MR mags., bks. on diesels, brakes, rules, etc. (SSE)

J.L. CARTER, 4320 N. Ivar Ave., Rosemead, Calif. 91770, buys pix ATSF steam loco 3785, C&O steam turbines.

PAUL CHADBOURNE, 901 14th Ave. S., Clinton, Ia. 52732, buys rr. uniform buttons, cap badges.

CECIL CHURCH, 216 Rideau Terr., Ottawa, Ont., Canada, buys Alco, Baldwin, Lima bldrs. pix, catalogs.

Mrs. JUNE CLARK, 8 Herbert Dr., East Brunswick, N.J. 08816, wants pix of Reading RR. stations on lines between Phila. and N.Y., Bethlehem, New Hope. Also wants book "Indian Trails to the Iron Horse."

ED CONKLIN, 5 King Arthur's Ct., Saint James, N.Y., 11780, buys bldrs. & number plates from PRR (keystone), NdeM, CNR, CPR.

L.V. COTNOIR, 19 Buttercup Lane, Medway, Mass. 02053, sells caboose oil lamps wired for 110 volts.

LOU CUMMINGS, 129 Nevin St., Lancaster, Pa. 17603, buys 35mm color slides of PC Oct. 12-13 fantrip, N&W Nov. 2-3 fantrip.

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☐ Blonde ☐ Silver (Grey)

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VINCENT Della TORRE, 116 Cherokee La., Franklin Lakes, N.J. 07417, buys negs., slides of Class I rr. pass. cars and RDC's.

RAY DESCHENES, 903 Mohawk Rd. E., Hamilton, Ont., Canada, sells 3½x5" to 11x14" steam pix CN, CP; list 20c. Buys, sells CN, CP, TH&B steam negs.

DONALD DIETRICH, 9508 15th Ave. N.E., Seattle, Wash. 98115, offers "A Railfan's Guide to Wash. State," 69 pp., rosters, operating details, &c., $2

FRANK DiFALCO, Box 269, Keene, N.H. 03431, sells pix and other railroadiana; list free. State wants.

S.E. DREW, 4180 Randolph Ave., Oakland, Calif. 94602, wants pix, info. on UP 2-6-0's 1378-1381.

LARRY EASTWOOD, 2560 Fetter Mill Dr., Bryn Athyn, Pa. 19009, sells pix CNJ locos. List, sample 25c.

JOHN ENDLER, Jr., 169 Belden St., Watertown, Conn. 06795, will sell 200 issues Railroad Magazine 1907-'45. Will buy 11/18 issue. (SSE)

MARK ENGLEBRETSON, 250 10th St. SE, Huron, S.D. 57350, trades U.S. train orders.

JACK FERRY, 10041 S. Prairie Ave., Chicago, Ill. 60628, buys IC railroadiana, also dining-car menus, tts., Pullman, pass. car pix, slides.

JACK FESCO, (ret. SP engr.), 4309 Edenhurst Ave., Los Angeles, Calif. 90039, will sell 4-8-2 drawing and buy early 1900's Car Bldrs. Cyclopedia.

PAUL GAINES, Glencoe, Minn. 55336, will buy 3-section framed photo by Sweet of CMStP&P Minneapolis depot.

BOB GAEL, 821 H Ave. NW, Cedar Rapids, Iowa 52405, will buy CERA Bulln. 100.

BILL GORDON, 811 Garson Ave., Rochester, N.Y. 14609, sells new Fonda, Johnstown & Gloversville bk., $4.75. Buy or trades for Int. Ry. of Buffalo pix.

GARY GRAHL, 1452 Leland Ave., Bronx, N.Y. 10460, sells 3½x5 color pix PTC, PST, Boston, PSCT, TTC, SHRT, TARS, Pitts., LA, SF Muni, SIRT, etc. List free; specify subject.

BOB GREENAWALT, 3643 N. Rosemead Blvd., Rosemead, Calif. 91770, swaps Poor's Manuals. Wants 1907, 1916 vols. Buys defunct rr. stock, bond certifs.

JON HEIM, 551½ E. Alcott St., Philadelphia, Pa. 19120, sells MKT 1880-1900 stock certificates. (SSE)

BOB HEIST, 3212 S. 12th St., Arlington, Va. 22204, will buy one Off. Guide from each year: '58, '48, '38, '28, and one as old as possible.

KEN HOJNACKI, Box 181, Funnelle Hall, SUCO, Oswego, N.Y. 13126, sells b&w pix, color slides of steam & diesel: NYC, NYO&W, LV, CV, DL&W, &c. (SSE)

RON JEDLICKA, 1463 Grace, Lakewood, Ohio 44107, buys pix, info. on Western Ohio Ry., Cin. & Lake Erie, predecessor lines.

ARNOLD JOSEPH, 2512 Tratman Ave., Bronx, N.Y. 10461, sells back issues Railroad Magazine, Trains, etc. Buys collections of same, good cond.

JOHN KEAVY, Jr., Box 214, Fall River, Mass. 02724, sells train and trolley design rubber stamps. (SSE)

RAY KENNY, Jr., 411 Summit Ave., Cedarhurst, N.Y. 11516, buys LIRR railroadiana, esp. Goodrich's "Change at Jamaica."

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Blue Horses *Franz Marc*
Dempsey and Firpo *George Bellows*
Plum Blossoms *Henri Matisse*
Profile D'Ume Femme *Henri De Toulouse-Lautrec*
Bouquet De Fleurs *Pierre Bonnard*
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Rough Sea At Etretat *Claude Monet*
Vase of Flowers *Odilon Redon*
Girl With Watering Can *Pierre Auguste Renoir*
Environs of Paris *Henri Rousseau*
The Fifer *Edouard Manet*
Dancer On Stage *Edgar Degas*
The Kitchen Table *Paul Cezanne*
Return of the War Canoes *William Robinson Leigh*
The Oyster Gatherers of Cancale *John Singer Sargent*
Snap the Whip *Winslow Homer*
Portrait of the Artist's Mother *James Abbott McNeill Whistler*
L'Inondation A Port-Marly *Alfred Sisley*
Tiger *Kawanabe Kyosai*
The Coming Storm *George Inness*
The Cliff At Etretat After The Storm *Gustave Courbet*
Home to Thanksgiving *Currier & Ives*
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AMG-2-69

A.R. KING, 361 Union Station, Kansas City, Mo., sells telegraph keys, sounders, instructograph (code machine). (SSE)

BRIAN KISS, 40 Rugby Rd., Brooklyn, N.Y. 11226, sells tts, emp. tts. (SSE)

BOB LARSON, 1112 W. Sioux St., Sioux Falls, S.D. 57104, sells 1938-'65 tts. (SSE)

ROSS LAWLER (Queensland Ry. fireman, age 23), 123 Main Ave., Windsor, Queensland 4030, Australia, trades rr. pix.

TOM LAWSON, Box 8311, Birmingham, Ala. 35218, sells size 616 steam negs. U.S., Canadian shortlines, indus. rrs. List 10c.

HENRY LEWIS, Box 268, Ware, Mass. 01082, will sell "History of RR's in Ware," $2.

C.P. LEWISSON, 320 Sumter St. S.E., Attalla, Ala. 35954, will buy '66 Pass. Service Directory, condr's tkt. punch, frt. condr. badge.

ELVIN LIQUE, 1501½ 2nd St., Wausau, Wis. 54401, sells p.c.-size pix, emp. mags., rr. books, NRHS Bulins. List, 10c and SSE

DON MAAG, 9730 Guehring Dr., St. Louis, Mo. 63123, will sell Mass Transportation—'38-'60, good cond.; details 6c. Trades transfers.

Mrs. D.R. MacDONALD, 523 Royal Palm Blvd., Vero Beach, Fla., sells 1829-1929 B&M commemorative plate, B&O playing cards, etc. (SSE)

DICK MAGUIRE, 11 Baker Rd., Reading, Mass. 01867, will sell Railroad Magazine 1958, '61-'68, excellent cond.

R.N. MANSLEY. 7722 Loretto Ave., Philadelphia, Pa. 19111, sells RDG tour badges except Iron Horse Rambles. (SSE)

BOB MARGOLIN, Box 36, Belle Mead, N.J. 08502, buys, sells, or trades sizes 620, 616 diesel negs.

TERRY MARSCHEL, 94-039 Waipahu St., Waipahu, Hawaii 96797, will buy Suprey's "The Friendly Soo" and Soo railroadiana.

G.M. McDONALD, Box 1174, Greensboro, N.C. 27402, sells p.c.-size and 5x7" pix, dupl. slides, SR, ACL, NS, other s.e. U.S.A. rrs. (SSE)

ALDEN MILLER, 3212 34th Ave. S., Minneapolis, Minn. 55406, buys any size rr. movies of CNW, Chicago RR. Fair.

RALPH MILLER, 742 W. St. Paul Ave., Waukesha, Wis. 53186, buys, sells close-ups of trolleys. (SSE)

ROSS MOORHEAD, RFD 1, Whitefish, Mont. 59937, wants copy of rr. fiction story, "Little Feller at Shumway."

JIM MULLIKEN, 1263 S. Peach St., Philadelphia, Pa. 19143, buys 35mm color slides of TARS, DCT trolleys, in foreign cities.

Mrs. A.F. MURDOCK, 1059 N. Olive, Rialto, Calif. 92376, sells ATSF railroadiana, emp. mags. 1906-'50, LA Div. seniority rosters, and book "Rails Around Gold Hill."

BILL MYERS, 50-31 Newton Rd., Woodside, N.Y. 11377, buys PRR elec. slides.

DAVE NESTLE, R.D. 2, Ray Rd., Greenwich, N.Y. 12834, sells wide variety of railroadiana; list 10c.

SCOTT NIXON, SFC Bldg., Augusta, Ga. 30902, buys or trades postcards of rr. and traction depots.

WARREN NORCROSS, 5411 Whitby Ave., Philadelphia, Pa. 19143, will buy brakeman's brass lantern.

MAC OWEN, 2730 Clark St., Parsons, Kan. 67357, trades pix MKT FA's for 1st generation diesels in your area.

ART PARIS, 1605 Parnell, Marinette, Wis. 54143, buys pix, info. on Wis. & Mich. RR at Menominee, Mich.

C.G. PARSONS, 8416 Conover Pl., Alexandria, Va. 22308, sells Kodachrome 35mm dupl. color slides: steam, diesel, trolley; sample 30c.

HARRY PORTER, 1042 Bardstown Rd., Louisville, Ky. 40204, wants pix, info. on Laurel Canyon Utilities (Hollywood) trolleybus system, 1910-'15.

CLARENCE REEDY, Jr., 1130 Maple St., Middletown, Ind. 47356, buys pix, info. on Southern Mich. Ry.

WAYNE REEDY, 1228 Congress St., Middletown, Ind. 47356, wants playing-cards, ashtrays, pencils, sw. keys, buttons, rulebks. Wants pix of SLSF 378, C&EI 978. Has lanterns, emp. tts. to trade.

JOHN REIDY, 35 Upland Ave., White Plains, N.Y., will buy C&A condr. badge.

FRANK T. REILLY, 306 Front St., Dunellen, N.J. 08812, buys or trades CNJ railroadiana, slides.

TONY REZNAK, Jr., 120 Edison St., Wilkes-Barre, Pa. 18702, buys pre-1950 pix and negs. of D&H at Carbondale.

WAYNE RHEINFELD, 1011 Neilson St., Far Rockaway, N.Y. 11691, buys lanterns: sw., mrkr., classifn., hand. Also lantern globes with rr. markings, bells, headlights, whistles, locks, keys.

B. RICHMOND, 18 101st St., Fort Lee, N.J. 07024, buys, sells, or swaps badges of rr. police, lawman, Wells Fargo, Adams Exp., sheriff. Photo 50c. (SSE)

PAUL ROTH, Box 632, Paoli, Pa. 19301, sells dupl. slides PC diesels, low production models. List, sample 50c

BUD ROTHAAR, 757 Pierpont St., Rahway, N.J. 07065, will sell 700 4x5 steam negs. for best bid over $2100. (SSE) (Ed. note: Bud made our Oct. '68 cover pic.)

FRANK SAGER, Main St., York Springs, Pa. 17372, sells Pennsy P5A number plates with glass. (SSE)

RON SALISBURY, 7439 N. Judson St., San Diego, Calif. 92111, will buy 9/63 "Extra 2200 S." and 6-11/50 Railroad Magazine.

HOWARD SANFORD, 59 Hellam Dr., Mechanicsburg, Pa. 17055, trades emp. tts.: PC Eastern Reg. #1, P&LE #1, for any other PC #1 emp. tt.

VINCENT de SANTIS, 196 Carbon St., Paterson, N.J. 07522, sells EL and NYS&W station pix, EL diesel color pix.

O.H. SCHEURER, 1917 N. 51st Blvd., Milwaukee, Wis. 53216, buys pix, Wisc. rr. stations, steam logging locos.

HARRY SCHIMM, 869 164th St., White Rock, B.C., Canada, sells pix CN, CP, other Canadian rrs. List, sample 50c. Buys sizes 116, 620 negs. of Canadian rrs., CV, GTW, DW&P, Soo.

DENNIS SCHMIDT, 907 N. Court, Alma, Mich. 48801, sells 5x7 steam pix. (SSE)

PAUL SCHNEIDER, 1305 Tavistock Dr., Burlington, Ont., Canada, buys slides, pix, movies CN, CP Alco, MLW diesels.

G. SEMENCHUK, Somerset, Man., Canada, buys rr. watches, uniform buttons.

JIM SHAUGHNESSY, 479 8th Ave., Troy, N.Y. 12182, sells autographed copies of his books on D&H and Rutland.

Mrs. RUBY SHEARROW, 60 Fersfield Rd., Chambersburg, Pa. 17201, will sell "Constitution of Brotherhood of Loco. Firemen," 1/1/03.

DICK SHORT, 2533 Rosewood Ave., Roslyn, Pa. 19001, trades tts. of 1950's, '60's from RDG, PRR; no list.

DICK SHULL, 215 N. Dale Mabry Hwy., Tampa, Fla. 33609, sells PRR wall calendars 1941-'57 or trades for NYC wall calendars 1921-'31.

GUS SMAREY, Suttens Bay, Mich. 49682, wants J.F. Cooke to write him.

WM. SOLE, Box 42, Hastings, Neb. 68901, seeks donations for historical library of bks., maps, etc., pertaining to early Neb. rrs.

KEN SPRINGIRTH, 4720 Cliff Dr., Erie, Pa., will sell book, "Erie to Conneaut by Trolley," $4.50.

C.E. STEPHENS, 6442 Calhoun, Dearborn, Mich. 48126, sells NYC tts., emp. tts. (SSE)

B. STOKES, 55 LaSalle St., New York, N.Y. 10027, wants color slides or prints PE cars.

ARNOLD STRUM, 418½ N. Monroe St., Watertown, Wis. 53094, trades train orders.

D. STUART, 13 Fairview Ave., Cheltenham 3192, Victoria, Australia, buys worldwide steam loco bldrs. plates, esp. Russian, Japanese, Indian.

J.W. SWANBERG, 14616 Eureka Rd., Southgate, Mich. 48192, will buy or trade for front number plate of CB&Q 5626.

MEL SWANSICK, 6430 Xavier Ct., Arvada, Colo. 80002, sells 35mm. train slides of Colo., Wyo. on approval; no lists. (SSE)

JOE TOTH, 3000 W. Irving Blvd., Irving, Tex. 75060, wants John N. Ozanish to write him.

JIM VAITKUNAS, 20 Ferncrest Dr., Cumberland, R.I. 02864, sells tkts., tts., annual passes of Narragansett Pier RR. (SSE)

ROBT. WALLICH, 628 High St., Harper's Ferry, W.Va. 25425, sells size 116 photos of Chesapeake Beach Ry., W&OD, WB&A, taken in 1933, 20c ea.; no lists. (SSE)

R. WALTON, 1745 Sharon, San Marino, Calif. 91108, buys info. and prints of Porter woodburners. Will buy Porters bldrs. plate 843.

JEFF WEISS, 21-36 33rd Rd., Long Island City, N.Y. 11106, sells steam, diesel stereo tape recds.

RAY WESTING, 6325 Hancock Ave., St. Louis, Mo. 63139, will sell 1910 C&NW rule bk., '61-'67 Railroad Magazine, '56-'57, '59-'67 Trains mag., 12/59, 2/61, 5/62, 7/65 Off. Guides, St. Louis area emp. tts. (SSE)

BILL WHITE. Jr., 740 Margo Lane, Memphis, Tenn. 38122, buys 35mm color slides of Southern Ry. F units in green.

VIC WILLIAMSON, 1427 W. 5th, Marion, Ind. 46952, trades 2¼x3¼ diesel negs.

C.W. WITBECK, Box 970 Hammond, La. 70401, sells p.c.-size negs., including some Alco, Baldwin bldrs. photos. Lists 50c. List & sample neg., $1.

R.L. YARGER, 71 N. Main St., Rutland, Vt. 05701, buys pix of RI in Washington, Kansas, 5x7 or larger.

Model Trading Post

ROGER ARCARA, 2421 Webb Ave., Bronx, N.Y. 10468, sells b&w reprint of Winner train insert folder for '32 Lionel catalog, 50c ppd.

OLIVER BARNES, R.D. 1, Box 89, North Jackson, Ohio 44451, will sell 24 HO all-metal pass. cars made by Fleischmann and O.K. Herkimer. (SSE)

H.F. BOONE, 5835 S. Pennsylvania, Oklahoma City, Okla. 73119, sells HOn3 locos, track. (SSE)

RAY DESCHENES, 903 Mohawk Rd. E., Hamilton, Ont., Canada, sells CN HO brass locos; list 20c.

JOE GARCIA, 99 Marble Hill Ave., Bronx, N.Y. 10463, will sell set of HO trains, accessories. (SSE)

ALDEN MILLER, 3212 34th Ave. S., Minneapolis, Minn. 55406, buys movies of model layouts and train collections.

ART PARIS, 1605 Parnell, Marinette, Wis. 54143, will buy Lionel 2642, 2442 in brown or green. Buys AF O-gage eqpt.

BILL RADCLIFFE, 10 Slater St., Webster, Mass. buys Lionel, AF trains.

B. STOKES, 55 LaSalle St., New York, N.Y. 10027, sells HO scale eqpt. (SSE)

JIM TANDY, Box 35, Carrollton, Ky. 41008, will buy Lionel 2757 PRR caboose, 2758 auto box car, 439 panel bd., 442 illum. diner.

ROBT. WALLICH, 628 High St., Harper's Ferry, W. Va. 25425, wants any 7½"-ga. track, switches, gasoline locos. Also wants Buddy-L clamshell, pile-driver cars.

E.C. WARD, 5021 Lexington Ave., Jacksonville, Fla. 32210, will sell 16" gage steam train with 2 coaches, caboose, ½-mile track. ●

Pen Pals Wanted

Alan Raiten (15), 522 Ocean Ave., Brooklyn, N.Y. 11226, wants to hear from railfans his age.

Charles "Tubby" Tubman, 3753 Springdale, Glenview, Ill. 60025.

Yellow Hair Jaeger, 4935 W. 91st St., Oak Lawn, Ill., wants to hear from American Indians interested in Western rrs.

Ed Stauss, 20658 Hart St., Canoga Park, Calif. 91306, wants mail from trolley and subway fans in Mexico; speaks Spanish.

William M. Manning, Jr., 131 Ringgold St., Dayton, Ohio, seeks his mother, whose present husband is believed to be a retired railroader by the name of Hall or Wall.

Greg Darr, 1103 Denman Ave., Coshocton, Ohio 43812, collects picture postcards.

Frank Neron (26), 9880 Georges Baril, Montreal 12, P.Q.. Canada, collects timetables, magazines, raod maps; wants pen pals in all countries.

Georgia Malott (15), 1575 Concord Rd., Amelia, Ohio 45102.

D.G. Robinson (23), 4646 Mission Ave., San Diego, Calif. 92116, wants girl pen pals interested in passenger trains.

Dennis O'Connor (31), 299 Holly Lane, Grand Junction Colo. (D&RGW brakeman and conductor).

Don Campbell (24), 434 Concord Rd., Rhodes, N.S.W. 2138, Australia, wants to correspond with U.S. trolley and interurban fans.

Skip Kitchen (16), 20421 Lake Rd., Rocky River, Ohio 44116, wants pen pals interested in rr. lanterns, locks, keys.

Larry Moreland, Star Route, Paw Paw, W.Va. 25434.

Fabidla Solis (15), 921 Magnolia St., El Paso, Tex. 79903.

Jean Beaver (14), Rte. 3, Waynesboro, Pa. 17268.

Richard Tucholka (14), 275 Going St., Pontiac, Mich. 48058.

R.K. Simpson, Box 293, Jackson, Mich. 49204.

Glenda Sue Kiser (15), 520 S. 10th St., Arkadelphia, Ark.

Brenda Maynard (15), Job, Ky. 41225.

Bob Blackmore (15), 7630 N. Chatham, Portland, Ore. 97217.

Wilma Lee Bowen (14), Inez, Ky. 41224.

Johnny Ryan (35), 15 Emerson St., East Weymouth, Mass. 02189.

Karin Green (15), 15066 Westbrook, Detroit, Mich. 48223.

Alberta Jordan (67), 2775 W. Okeechobee Rd., Hialeah, Fla. 33010. ●

Revised Roster Information

Some readers have informed us that the Katy's E8's, which were sold to Precision Engineering, were not resold to the Florida East Coast but rather to Atlantic Coast Line. Here's the official data on these units: MKT 52A, C-54A, C, 55C, 56A were sold to ACL through Precision Engineering and renumbered 549-556. After the merger with Seaboard Air Line they were renumbered SCL 580-587. All are still in service.

Bill White tells us that the Chicago, Rock Island & Pacific DL-109 621, last of the early Alco passenger units, is no longer in service. It was repowered by GM-EMD, giving it a humped appearance. Because of this, employees nicknamed the unit *Christine*. It was scrapped last spring.

Charles Mizell, Jr., tells us that Katy 87A (331AR), bought as a replacement unit, was an Alco-GE FA-2 with 1600 hp. Units 83A,C were repowered by Alco, not GM-EMD.

Mississippi Export diesel 58, which wandered to and fro, was eventually sold by Ontario Hydro to East Frie Commercial PR., which renumbered it 20. EEC's president says it is still in service. ●

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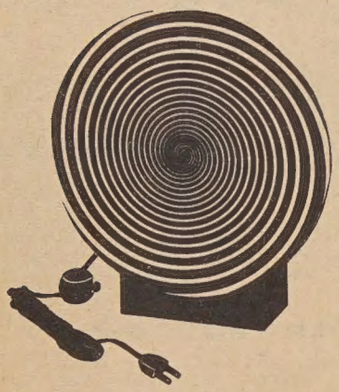

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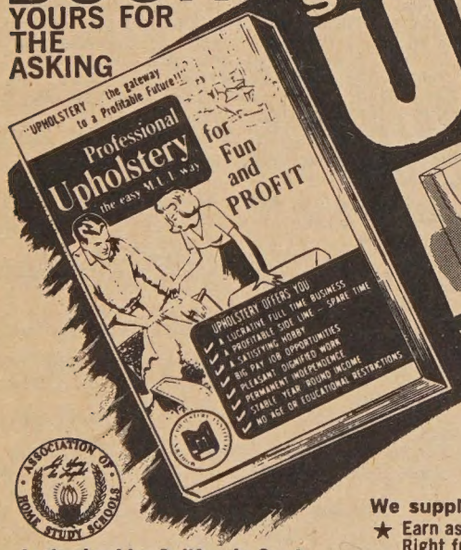
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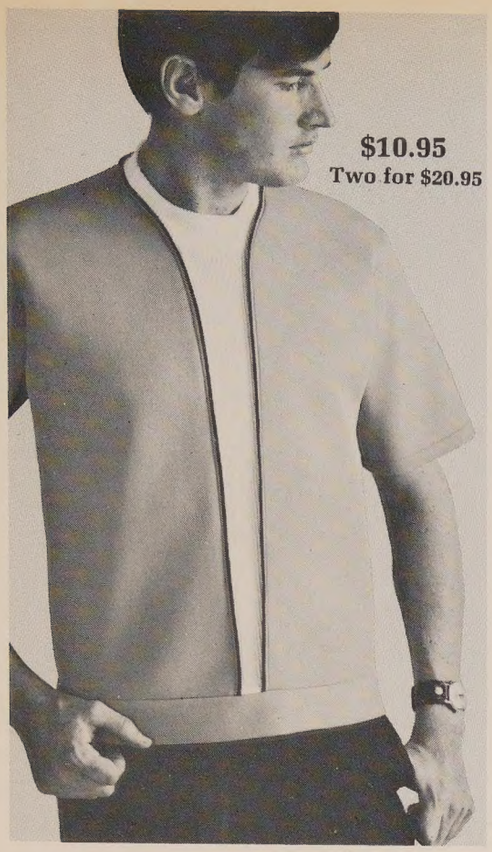

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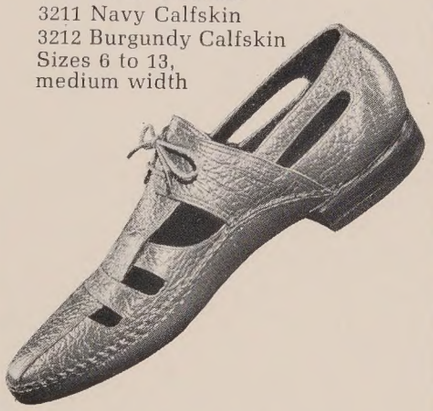

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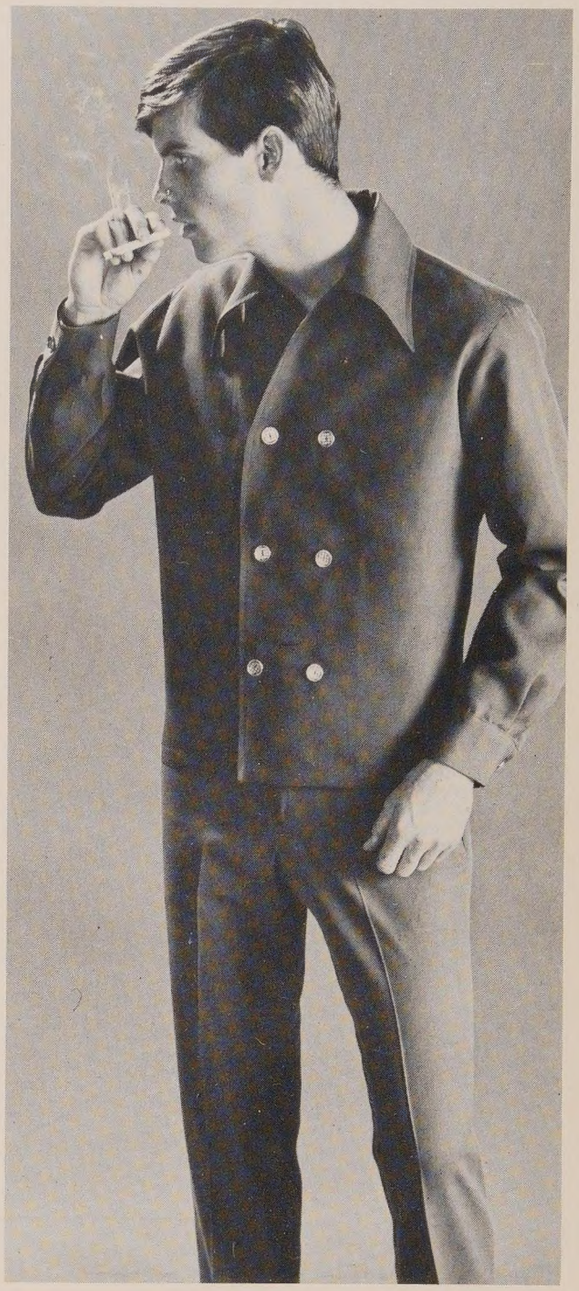

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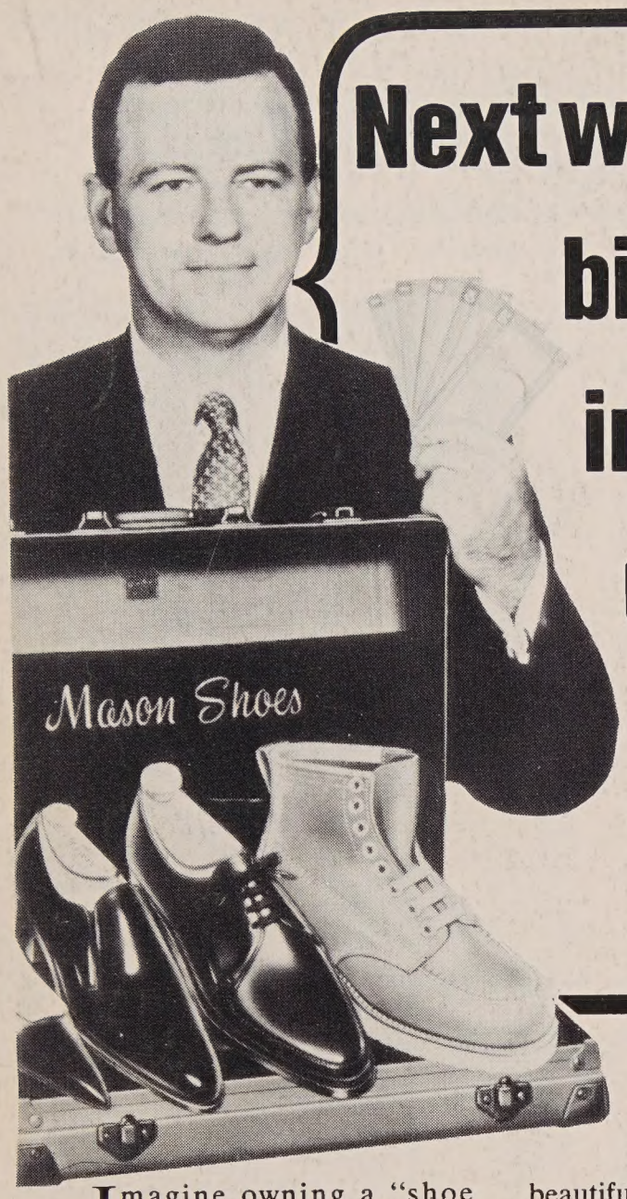

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